

JUL 16 1914

July 16, 1914

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# Leslie's

*Illustrated Weekly Newspaper*

*Established in 1855*



HISOR  
W.B. KING

# First Aid to the Injured Soldier

*How the Army Hospital Corps Works in the Field*

Photos by Mrs. C. R. Miller



An easy way of carrying a slightly wounded man off the field.

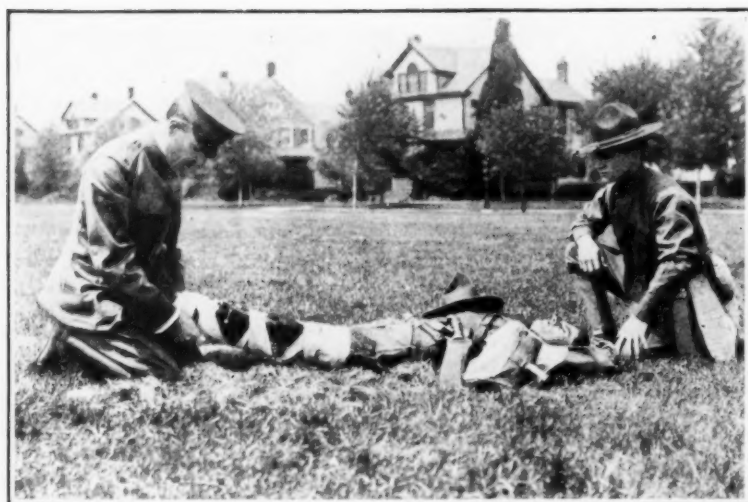


Method of transporting a wounded soldier who is unable to walk.



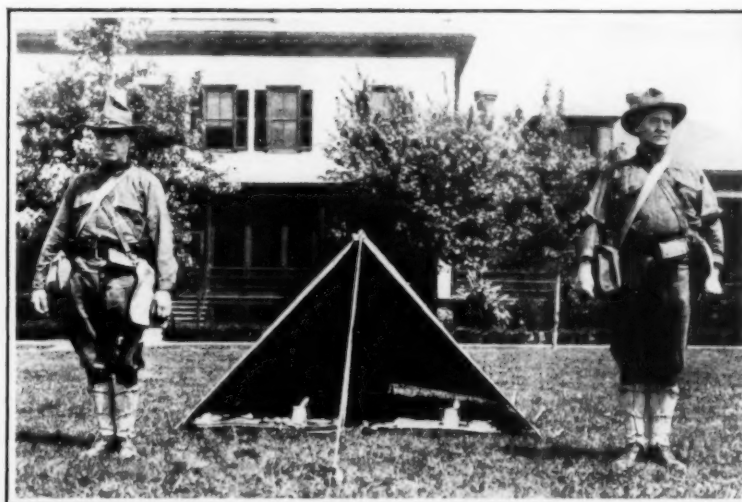
One of the best ways of carrying a man with a broken limb.

VARIOUS WAYS OF CARRYING WOUNDED MEN FROM THE FIELD



BANDAGING A FRACTURED LEG

Rifle and bayonet serving as splints until the field hospital can be reached. After the first bandage is put on, grass, straw or leaves can be used as padding.



READY TO GIVE FIRST AID

Field equipment of two hospital corps men of the United States Army. The men are regular enlisted soldiers, but are non-combatants. Their emergency equipment is contained in the bags strapped to their shoulders.



MAJOR PAUL C. HUTTON  
Post Surgeon at Fort Howard,  
Md., one of the most efficient  
medical officers in the United  
States Army.



LIFTING WOUNDED MEN ON THE FIELD

Showing easiest way of placing on a litter a soldier who has been wounded in the abdomen.



How a helpless man is picked up on the battle-field.



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Temperature cooler than at the North Atlantic Coast Resorts. Tours Inc. Hotels, Shore Excursions, Lowest Rates. Twin Screw S. S. "BERMUDIAN" 10518 tons displacement. Fastest, newest and only Steamer landing passengers at the dock in Bermuda without transfer.

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## Passed by the Board of Censorship



HERE is the most recent as well as one of the happiest conceptions of that cleverest of modern illustrators, James Montgomery Flagg.

This picture originally appeared as a cover design on JUDGE, and immediately after its publication the entire issue was sold out.

To meet a great popular demand this painting has been reproduced in full color, 9 x 12, double mounted on a heavy white mat, 11 x 14, ready for framing, and will be sent for

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If you want this masterpiece, fill in the coupon and mail it immediately to

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225 Fifth Avenue New York

### COUPON

JUDGE, 225 Fifth Ave., New York.

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# Leslie's

## Illustrated Weekly Newspaper

THE OLDEST ILLUSTRATED WEEKLY NEWSPAPER IN THE UNITED STATES  
ESTABLISHED DECEMBER 15, 1855

Edited by JOHN A. SLEICHER

"In God We Trust"

CXIX

Thursday, July 16, 1914

No. 3071

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Persons representing themselves as connected with LESLIE'S should always be asked to produce credentials.

CHANGE IN ADDRESS. Subscriber's old address as well as the new must be sent in with request for the change. Also give the numbers appearing on the right hand side of the address on the wrapper. It takes from ten days to two weeks to make a change.

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Contributors are requested to state—1. Whether such photographs have been previously published. 2. Whether they have been sent to any other paper. 3. Whether or not they are copyrighted. If no copyright appears on them the legal assumption is that there is no liability on our part for their use.

The Editor is always ready to consider short stories or articles, which should be typewritten on one side of the sheet only, and should not exceed 3,000 words.

## Next Week's Features

Among the attractions in the next issue of LESLIE'S will be the following:

The second of Homer Croy's readable series, "Laughing Around the World." In this article the young humorist, on whom has fallen the mantle of the famous Mark Twain, wrestles with the language and delicatessen of Hawaii. It is the funniest thing ever written on any of our island possessions. Every one of Mr. Croy's contributions is a gem of humor. His articles will follow one another in LESLIE'S at frequent intervals.

The Mexican situation at a glance, with a map which will enable the reader easily to understand the present situation in the distracted republic.

An interesting story of a voyage on the United States destroyer *Cassin*, written by Stanton Leeds, who went to Vera Cruz as a representative of LESLIE'S. The trip on the little warship was a unique experience and the account of it will interest every reader.

An article by Orrick Johns on the great airship *America* which will attempt to fly across the Atlantic, and make a new world's record in aviation. This transatlantic flight, if successful, will mark a new era in the matter of mankind's facilities for travel.

An excellent piece of fiction, the scenes of which are laid in Vera Cruz, written by Rush M. Hoag.

Beautiful camping pictures disclosing some of the joys of the summer and of the vacation season.



A NOTABLE TEMPLE OF LEARNING

Stately Hall of Languages of Syracuse University, upon which the Board of Trustees has unanimously conferred the title of "The John Dustin Archbold College of Liberal Arts." Mr. Archbold has been one of the most liberal benefactors of this great University, which has achieved a world-wide reputation under the chancellorship of Dr. James R. Day.

In answering advertisements please mention "Leslie's Weekly"

## Romances of Modern Business

### Nationalizing a Drink

On a Sabbath morning, in 1869, the congregation of a small church at Vineland, New Jersey, upon partaking of the sacrament, noticed that there had been served a liquid not previously used. For some time before, a belief had prevailed among the communicants that wine should not be offered for sacramental purposes.

It developed that the recording steward of the church, Dr. T. B. Welch, had prepared for eucharistic usage the unfermented juice of Concord grapes. This beverage proved acceptable, and its use in the communion spread to other churches. It also became popular as a family health-drink in and near Vineland.

About this time Charles E. Welch, a son of Dr. Welch, was establishing a practice in dentistry. Becoming impressed with the grape juice made by his father, the young dentist concluded that the liquid would have a wide public appeal. The elder Welch contended that they had other interests more important.

That the Vineland practitioner had little hope for grape juice as a commercial commodity is evidenced by a letter he wrote to his son in 1875, in which he said: "The interest you have in grape juice is not worth half as much as your interest in dentistry. I am confident, therefore, that you will err if you do not keep grape juice subordinate to dentistry. As a dentist you can make more than with grape juice."

Thirty years ago Dr. Welch became interested in advertising. But the finances of the grape-juice promoter would not permit of his buying publicity. So he bided his time, saving money. Finally, in the early nineties, the first advertising of Welch's Grape Juice appeared in small business and religious publications.

From the increased business a small capital was realized, and all of this Dr. Welch decided to risk in making a national appeal. Announcements of Welch's Grape Juice appeared in 1895 in several periodicals of national circulation. They were single-column advertisements. Thus started the nationalizing of the "National Drink."

The development of the Welch Grape Juice industry since the periodical advertising began, nineteen years ago, has been remarkable. Before the magazines and weeklies of national circulation had created a national demand for grape juice, Dr. Welch had experienced a struggle. Today this industry is an extensive one, ranking with the leading manufacturing concerns of the country. Grape juice is sold at thousands of drinking places and drunk in many thousands of homes.

"When grape juice was put on the market," said Mr. Edgar T. Welch, advertising manager of the Welch Grape Juice Company, "there was no demand for it. Most temperance people opposed it, as did those who favored fermented wines. The demand had to be created. The public had to be educated. Prejudice had to be overcome. All this we did through advertising in the national periodicals. During the last fifteen years, the growth in the sale of grape juice has been impressive. We do not see how this growth could have been made possible, except by advertising in the national magazines and weeklies. We believe that in making Welch's Grape Juice popular we have contributed to the health and sobriety of the nation."

"The story of Welch's demonstrates that the object of advertising is to teach value to the consumer. When the product is meritorious, the ideals behind the manufacture true and sound, and the sales effort co-ordinate with the advertising effort—then honest, efficient advertising can make a success worthy the name. And it has been so with Welch's."

Mr. Welch further brought out the fact that the advertising of Welch's Grape Juice in the nationally circulated periodicals had achieved a distinct public service from the standpoint of health, pleasure, and morality. One economic phase of the Welch industry is significant. The price of Welch's Grape Juice has been materially decreased through increased distribution.

With Concord Grapes costing from four to six times as much as in 1895, the Welch Grape Juice Company, through large distribution drawn from national advertising, is now able to sell grape juice at one half the price prevailing when the advertising began.

And a like story can be told of many nationally advertised products, proving that national advertising is a boon to the consumer.

This is one of a series of articles that is being published to show how national periodical advertising is serving the public.



MEXICO

"The Three Musketeers"

Drawn for Leslie's by E. W. KEMBLE



# Leslie's Illustrated Weekly Newspaper

New York, July 16, 1914

## EDITORIAL

*Let the Thinking People Rule!*

### The Folly of Credulity

**A** MAN may be foolish and not necessarily be a fool. One man may believe a thing that another may regard as incredible. The former may be influenced by his prejudices, training, or environment. History is as full of tragedies due to misbelief as to unbelief.

The folly of the venturesome man who rocks the boat until he upsets it is paralleled by the folly of the misguided political leader who rocks the ship of state in a troubled sea of uncertainty until the people are in dismay.

Wisdom comes from experience. The credulous people of this country have been having new experiences during the past few years and have been paying the price of their credulity. Let us glance at the record.

First, they were fooled into believing that big business was a menace to national prosperity and that if the so-called trusts were broken up, the little merchant, the wage earner and the consumer of domestic necessities would be gainers. That was the promise that fooled the credulous. How has it been kept? Let the people answer.

Secondly: It was conceded that under the protective tariff the American scale of wages had become the highest in the world, but the people were told that the manufacturers received the largest benefit and that the resultant big business was a menace to the farmer, the workman and the small merchant. We have been living under a reduced tariff for some months. What is the condition of our industries and what of the employees? Let the people answer.

Thirdly: The credulous were told that the great railroads of this country—the greatest in the world, with cheaper passenger and freight rates than will be found anywhere else—were owned by a few conspiring men of wealth who cursed the public while robbing them, and who oppressed the farmer, the traveling public and the merchant. The railroads are not owned by a cabal of wealthy millionaires, but by more than a million shareholders. The process of smashing the railroads has gone on with increasing violence until hundreds of thousands of railroad employees have been laid off, trains discontinued, dividends reduced or passed and a cry of lamentation heard all over the land. Have the public benefited by the smashing of the railroads? Let the people answer.

Fourthly: For years the credulous have been urged to rise in arms against the so-called "money trust" of Wall Street. Merchants did not complain and business men were satisfied with their bankers. The stockholders who owned the banks found no fault, but the bugaboo of a trust had been created and "the money trust" was a good cry with which to frighten the credulous. It was forgotten that in every panic the banks, led by the great institutions in Wall Street, have come to the relief of the people and even to the government itself. A bill to reform our banking system was pressed upon Congress. The bankers hastened to endorse it if it were recast into workable shape. Congress finally passed the law, and the bankers are doing their best to try it out on its merits. Has any merchant, farmer or workman been helped by the attack on the "money trust"? Has business been strengthened, prosperity increased, or the cost of living reduced? Let the people answer.

Now we are trying to prove at Washington that business is good, that the people are contented, and that we are on the eve of a wonderful wave of prosperity, if we will continue the policy of trust busting and railroad smashing. This is the promise from the professors of psychology.

We advise our readers to watch with patience for the logical outcome of these psychological conditions. Election day is not far off.

### California's Protest

**T**HE government suit to unmerge the Southern Pacific and the Central Pacific Railroads has aroused the opposition of the whole Pacific coast. For many years these two roads have been parts of one system. Mr. Robert Newton Lynch, Vice-President and Manager of the San Francisco Chamber of Commerce, stated in an article upon the subject in a recent issue of LESLIE'S, that the Southern Pacific constructed practically all of the roads of the Central Pacific, at no time was separate

### Business Men Need Not Be Ashamed

FRANK A. VANDERLIP, New York

**W**E have heard much of the desirability of not mixing politics with business. Why should we not mix politics with business? To-day business is practically unrepresented in Congress. We have no reason to be ashamed of being business men; we have great reason to be proud of it. We might well take a leaf out of the practice of the labor unions. We have stood defenseless in the eyes of the public too long.

ownership or operation considered possible, and their disintegration and separate operation at this time would not be dissimilar to dividing the subway system of New York into various sections to be operated independently. The system as now operated serves admirably the needs of California, Oregon, Nevada and Arizona. To unmerge it, and turn the Central Pacific over to the Union Pacific, would give the latter a control of the Pacific traffic with which the Southern Pacific in its hopelessly crippled condition could not compete.

The Union Pacific now has direct connection with Portland and Los Angeles, with lines of steamers running from Portland to San Francisco and thence to Los Angeles. If it be given a direct line to San Francisco by means of the Central Pacific it will then have a firm grip upon the transportation of the West Coast. For this reason not only the commercial organizations of California, but even the newspapers which have been opposed to the Southern Pacific, are now condemning the Government's action in bringing a suit of dissolution. The Southern Pacific was the owner of the entire system long before the passage of the Sherman Anti-trust Law, and the people of the Pacific Coast believing that the enforcement of the law should be based on all the facts as well as legal technicalities, are seeking to bring out these facts to the satisfaction of the Government. In 1894, Richard Olney, then Attorney-General, investigated these two roads and concluded they were not associated in restraint of trade. The evident purpose of the Government in instituting the suit was to secure for the Pacific Coast two strong competing lines. Its practical result, however, would be to make the Union Pacific a far more dominant factor in that section than the Southern Pacific now is.

### The Plain Truth

**Q**UACK! The yellow journal quack remedies for economic and political ills are only matched in absurdity by the paid advertisements of quack cures that fill their advertising columns.

**V**OTERS! A good many ambitious politicians are making a noise like a candidate. This is the time when they are for anything that will influence votes. They can't buy votes with cash but they buy them with legislation or patronage—same thing, but the latter is the worse.

**H**OW! President Wilson can have the phenomenal prosperity he predicts and prove himself to be a prophet if he will cease tinkering with the trusts, follow the advice of business men, chambers of commerce, boards of trade, Leader Underwood and many other Democrats, and let Congress adjourn and go home. The good crops, increased railroad rates and reestablished confidence among business men will do the rest.

**W**AKE UP! Real estate men and manufacturers in New York are clamoring for relief from drastic legislation laws affecting building construction. Their protests have been so bitter and their arguments so convincing, that Governor Glynn admits that they should be heeded. What were these manufacturers doing while these destructive laws were being enacted? Isn't this the strongest argument in favor of Mr. Vanderlip's suggestion that business men get into politics and get in quickly?

**S**UFFRAGETTES! When the suffragettes called on President Wilson at the White House, they got a cool reception. They believed in a New Freedom and asked the President bluntly what he was going to do in favor of the freedom of the ballot for them. The President tried to explain that he regarded the matter as a State and not a National issue. The ladies insisted on asking so many questions that they irritated the President and he abruptly terminated the interview and withdrew from the room, leaving the five hundred suffragists to think it over. The President's lot is not a happy one.

**H**YPOCRISY! The fooling of the people by the politicians goes on apace. The greatest penal institution in New York State and one of the largest in the country, Sing Sing State Prison, has just been placed in the hands of a plumber. He is the new warden appointed, we regret

to say, by Superintendent of Prisons John B. Reilly. Politicians for years have made the most of the prison patronage of New York. The new warden, McCormick by name, ought not to be blamed for accepting a fat job for which he has no special training. But what do the people of the great State of New York think of this affront to those who are demanding a better and purer public service? And what do the people think of the declaration of the political platforms of both parties in favor of efficiency, economy and high ideals in the public service. Hypocrisy! pure and simple—but not more simple than the voters who submit to such impositions.

**N**EW YORK! The determination of Colonel Roosevelt not to run as the Progressive candidate for Governor of New York assures Republican success this Fall, if a popular candidate is named for the head of the ticket. Without Roosevelt as a candidate the Progressive vote in New York will show as great a falling off as it has in Pennsylvania and all the other leading states. A factor of no little consequence is the appearance of Governor Sulzer as an independent candidate for the Governorship. He had the warmest kind of a welcome in Buffalo and Rochester from large and enthusiastic audiences, when he presented what he called "His Appeal from the Court of Impeachment to the Greater and Higher Court of Public Opinion." Mr. Sulzer's large following in the State and especially in the cities must not be overlooked by those who are making prophecies regarding the outcome of the campaign in New York this fall—a campaign which may have a very decisive influence on the National Conventions of 1916.

**E**XAMPLE! What business men can do when aroused has been shown in Kentucky by the breaking of the deadlock over an unworkable and destructive fire insurance law. In spite of every remonstrance, a muck-ridden Legislature passed a drastic fire insurance law. It was so intolerable that the insurance companies began to withdraw from the State. When the business men found that they could not renew their policies, they got together and demanded that the mischief be undone and now the officers of the State have agreed virtually to nullify the offending law by suspending action until the Legislature can reassemble and undo its hasty work. Strangely enough, Missouri passed through a similar experience less than a year ago. One would have thought that this would have been an object lesson to a Legislature in a neighboring State. Not so. All this goes to emphasize the vigorous plea of President Vanderlip that business men should take a greater interest in politics and do it without delay.

**R**OOSEVELT! In his first public address in the political campaign this fall, Colonel Roosevelt practically placed himself upon a Progressive Republican platform. He favored Protection to the American manufacturer, farmer and working man. He declared that the cost of living had not been reduced under the present administration but that the ability of the average man to earn a living had been greatly reduced. He spoke in favor of encouraging the big business man, checking him only when he exercises his abilities to the detriment of the smaller business man with whom he competes or the wage workers or general public. We are pleased to observe that the Colonel declares that he and his associates are "fighting for real things. Not for revenge, rancor or to satisfy a grudge." Might we inquire of the valiant Colonel what is the matter with his old friend and faithful supporter Senator Penrose, who under a progressive primary law has just overwhelmingly received the endorsement of the people in his state? Let the people rule.

**A**STOUNDING! It seems that John Lind, the President's personal and mysterious representative in Mexico, did not, as some unkind observers have alleged, return to Washington to be a messenger boy for the Constitutional junta in that city. The publication of the Hopkins letters by the enterprising New York *Herald* reveals him as planning means for the revolutionists to evade the official embargo on the exportation of arms from the United States, and promising that there should be no interference from Washington. These statements, which he has failed to deny, were made with the assurance of one in the inner councils of the administration. Congress very properly proposes to investigate this matter, under a resolution offered by Representative Kahn. At the same time that this astounding revelation was made, Sir Lionel Carden, British minister to Mexico, was advising his nationals to get out of the country forthwith. Sir Lionel Carden is not an alarmist and he knows Mexico. If the British must fly the country so must the Germans, French and other Europeans, leaving their interests, worth several billions of dollars, at the mercy of irresponsible bandits and peons. There will be a pretty bill of costs to pay, and the United States having assumed the responsibility will be asked to collect it. President Wilson and the others who have blundered into this situation will not pay the costs of collection. It will be the reader who will contribute his dollars in taxes, with, perhaps, the life of a brother or a son. It is well to realize this now.



THE FAMILY PET  
"I. T. Jr.," a bright little African monkey, is the constant companion of the big game hunter and his wife.

# On the Trail with a Mighty Hunter

By KATHLEEN HILLS

It takes finesse in the art of coaxing to induce Carl E. Akeley, of the American Museum of Natural History, New York, to talk about his work, which includes the shooting of big game, the mounting of the specimens and the modelling in bronze of groups of forest denizens. Mr. Akeley stands unique among museum workers. He is considered in the highest rank in each of his specific lines of endeavor—hunting, taxidermy and sculpture.

I found him high on a scaffold, working on a huge clay model of an elephant he had killed in the once "Dark Continent," preparatory to mounting the skin for the American Museum's proposed "African Hall." Mr. Akeley hopes to make this hall the crowning achievement of a lifetime



A WOMAN HUNTER AND HER RECORD KILL

Mrs. Akeley became an intrepid hunter and holds the unique record of having shot the largest elephant ever killed in the Kenya district.

of effort. Considering how great a thing its accomplishment will be, I understood why he was so loath to leave the subject uppermost in his mind to tell me about his experiences in Africa—mere means to his great end.

An interesting thing about Mr. Akeley's explorations is the fact that his wife accompanied him. She was one of the first women to venture into this dangerous field of exploration. Had it not been for her skillful care after several of Mr. Akeley's mishaps, he would not be here to continue his work. Aside from being a companion, helpmeet and nurse, Mrs. Akeley developed into a splendid hunter. She holds the record of having killed the largest elephant ever shot in the Kenya District of Africa. It stood over eleven feet high. One of its front feet measured 67½ inches in circumference, and the tusks weighed 112 and 115 pounds respectively.

Mrs. Akeley was called to her husband's aid one day in the late summer of 1910, when they were on their second African trip, to find him frightfully wounded, the result of an encounter with a big bull elephant in the jungles about Mt. Kenia. Mr. Akeley and his boys had been out in the forests skirting the mountain, to make photographic studies and gather accessories for a group of elephants he had in mind for the American Museum's African Hall. He suspected the presence of elephants, and as the day was cold and rainy, he vigorously rubbed his hands to limber them up for prompt use. Quickly his attendants examined his guns and cartridges. The subtle, inexplicable something that denotes the presence of an elephant warned Mr. Akeley that the beast was behind him. He wheeled to face an enraged bull in full charge, with trunk coiled and huge, menacing tusks scarcely a yard away.

He had many times, in the solitude of camp at night, pictured such an emergency and thought of the best course of action. This forethought forwarned him to meet the crisis for he had no time to shoot. There was but one salvation—to throw himself between those menacing tusks of ivory. A quick jerk of the body to the left and he was holding a tusk in either hand, but not before the enraged beast had dealt him a powerful blow across the face with its trunk. The impact broke his nose and laid a gash diagonally from the right temple to the left cheek, the scar of which he will always bear.

Next the ivories were plunged three feet into the soft brown earth, pinning him to the ground, and the beast was cruelly pressing his coiled trunk against Mr. Akeley's breast. A rock or some other impediment, providentially placed in the way of those tusks, stopped the pressure in time to save the explorer from a shocking fate, and, as he puts it, "left me with a few ribs broken and rather the worse for the experience." The elephant, feeling certain that he had killed his antagonist, started in pursuit of the negro servants; but they managed to escape. Contrary to his natural instincts, the beast wandered from the place, and was shortly lost to the party.

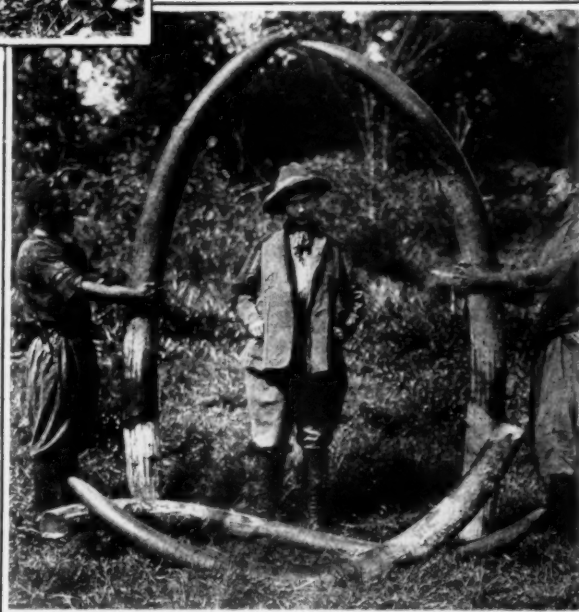


A FORMIDABLE "NERVE TESTER"

After being seriously wounded in various encounters with elephants, Mr. Akeley thought he had lost his nerve. He put himself to the test, and this big beast fell before his rifle.

As a rule, elephants repeatedly return to their victims and continue to use their tusks, trunk and feet upon them until sure of the completion of their deadly work.

For four and a half hours the attendants left Mr. Akeley where he had fallen, believing him to be dead. Being Mohammedans they would not pick up his body, as it is a violation of



MRS. AKELEY'S PRIZE

The mammoth tusks of the elephant shown above were much higher than her head. Trophies of another of her successful hunts are at her feet.

the precepts of their religion to touch a corpse. They had sent for Mrs. Akeley before they discovered that the hunter was still alive, and she reached their camp the next day. Twenty-four hours later a doctor arrived, and told Mr. Akeley that it looked as if he were to have a long rest from exploration—and he was right.

This mishap, however, only hardened his resolve, for he was up and doing again in January of 1911, a little unsteadily at first, but successfully enough for some months. Until June 1st, he worked in Unroyo from Victoria Nile on the east and north to Lake Albert on the west, northward of Masinde. The district had been closed because of sleeping sickness and thus had become an elephant reserve. During the time the party was in the district the members saw much of the results of the sleeping sickness. Whole villages were deserted and those who had escaped alive had abandoned household goods and provisions, huts and gardens to the mercy of the elephants, which had come in great herds and completely devastated the district. In following a herd of 250 elephants, the trail lay through village gardens where the destruction was evident. The herd was composed of cows only, the tusks of which are



A FALLEN MONARCH OF THE JUNGLE

An idea of the size of the huge beast can be obtained by comparison with the man who stands beside the elephant, holding out its flank ear.

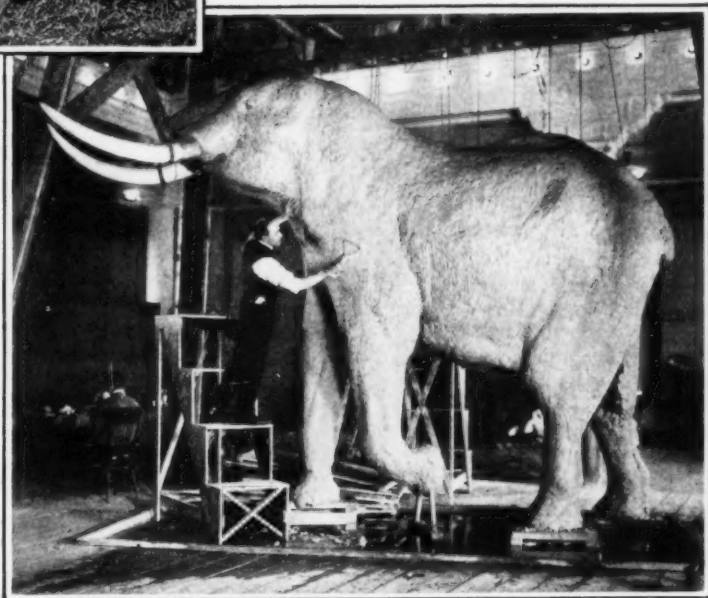
small and of little value to ivory hunters. The drove had remained undisturbed so long that they had become much bolder than usual. As soon as the herd caught the man-scented wind, they charged upon Mr. Akeley's party, and it was only by taking to the

trees and getting above the elephants' scent that they were able to escape.

In another hard fought encounter with an enraged elephant Mr. Akeley was badly injured and had to be carried eighteen miles on a stretcher to the camp where Mrs. Akeley nursed him back to life. Most of the road had to be cut through the jungle by the attendant black boys, which greatly delayed arrival at camp. That encounter put the hunter on the retired list again for some months.

By this time Mr. Akeley suspected that he had "stage fright," but wanted to convince himself before talking over the matter seriously with his wife. One day, although not fully recovered, and still troubled with a slight paralysis he left camp to say farewell to a certain stretch of forest—so he told his wife. The natives had reported the presence of an old bull elephant that had been very annoying, destroying gardens and driving the women back to camp whenever they went after firewood. The trail led fifteen miles or more into the jungle, and over the very road his own "boys" had cut to carry him out on a stretcher a few months before. At nearly the same spot where he had been injured they sighted the bull at almost the moment it saw them. The boy who accompanied him beckoned Mr. Akeley to his side. They saw the big animal eyeing them through an opening in the branches. A moment later a shot rang out. The ball went true, and the hunter was convinced that he had neither lost nerve nor aim. The hide of that bull will some day bear witness to his unerring skill with a gun, when it joins the big elephant group he is mounting for African Hall.

Besides these hazardous adventures, Mr. Akeley has several times suffered long sieges of illness peculiar to Africa, such as black water fever and spirillum fever.



THE HUNTER-SCULPTOR AT WORK

Carl E. Akeley, hunter, scientist, and sculptor, working on the clay model of one of a number of elephants now being mounted for the proposed African Hall of the American Museum of Natural History in New York City.

About the only African disease that he did not contract was the "sleeping sickness." I asked how he had escaped it and he replied: "I didn't; I was born with it." Still these hardships have but whetted his appetite for more adventure. Even Mrs. Akeley, with all the privations she has had to endure and all the dangers she has faced, is delighted at the prospect of returning to Africa to study

(Continued on page 64)

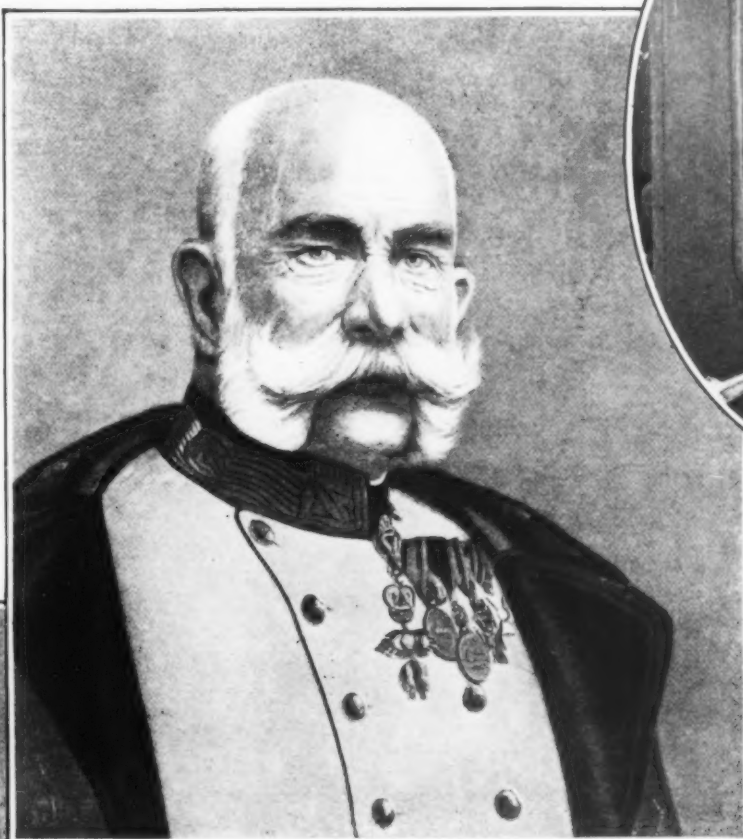


# Francis Joseph and the Karolyi Curse

*Remarkable Story of the Misfortunes of the Austrian Emperor and his Family*

**I**S Francis Joseph, Emperor of Austria and Apostolic King of Hungary, whose nephew and heir was murdered at Sarajevo, June 28, under the spell of a curse? Certainly it would seem so, and it is rumored that this unhappy old man, at every new misfortune, thinks of the night when the Countess Karolyi cursed him with the curse of a mother robbed of her firstborn son. It was at a brilliant ball. The Emperor was not yet twenty years old, and had reigned two years, during which time butcher's work had been done in suppressing a revolution in Hungary. The Countess Karolyi's son was one of the patriots executed, and she faced the young Emperor in a frenzy, crying:

"May heaven and hell blast your happiness! May your family be exterminated! May you be smitten in the persons of those you love best! May your children be brought to ruin, and your life be wrecked, and yet



THE EMPEROR FRANCIS JOSEPH

Now 84 years old. More than 60 years ago the Countess Karolyi laid a curse upon him, since when his life has been an unparalleled series of misfortunes. "As unhappy as a Hapsburg" is a proverb in his dominions.



THE EMPRESS ELIZABETH

The most beautiful princess in Europe when she married Francis Joseph after a brief and romantic courtship. She was assassinated in Geneva in 1898.

South America, and no word of his fate has ever been received.

Shortly after the assassination of his wife the Emperor's favorite sister, the Duchess d'Alençon, lost her life in the great charity bazar fire in Paris, and only a short time later one of his nieces was burned to death in the Palace of Schoenbrunn.

Elizabeth, daughter of Rudolf married Prince Otto Windschgratz and created a scandal by shooting at his valet and an actress of whom she was jealous. Other members of the family who have brought grief to the aged Emperor were Archduchess Louise, who deserted her husband for a music teacher; Archduke Leopold,

her brother, who married an actress and was deprived of his titles and exiled as Herr Leopold Wulfing; Archduke Ladislas, who was killed while hunting, presumably by some peasant exasperated at his cruelty; Archduke Otto, dismissed from the army for scandals; Archduke Louis Victor, the Emperor's brother who, after many escapades, was confined for years as a madman. The Emperor's granddaughter Elizabeth eloped with a lieutenant, whom she was forced to marry, and another granddaughter, Princess Louise of Tuscany, has not only been the subject of scandal, but has published a sensational account of her life.

And now comes this latest tragedy—the assassination of the man who was depended upon to save the throne of the dual empire. Francis Ferdinand, himself, had been the source of much trouble to the Emperor, because of his romantic attachment for the Countess Sophie Chotek, whom, after ten years of persistent effort, he was allowed to make his morganatic wife.

Will the Archduke Charles Francis Joseph be the next to fall before the curse of Karolyi?



THE EMPEROR MAXIMILIAN

Brother of Francis Joseph, who was executed by his Mexican subjects in 1867.



CROWN PRINCE RUDOLF

Only son of the Emperor who was mysteriously killed in 1889.



THE PRINCESS STEPHANIE

Widow of Prince Rudolf, Countess Lonyay, who remarried beneath her rank against the Emperor's wish.



BARONESS MARIE VETSERA

With whom Prince Rudolf was madly in love, and who was killed with him.



THE ARCHDUCHESS ELIZABETH

Granddaughter of the Emperor, who created a scandal by attempting to shoot an actress of whom she was jealous.



ARCHDUKE FRANCIS FERDINAND AND FAMILY

The latest of the royal house to fall under the Karolyi curse. The Archduke and his wife were assassinated at Sarajevo on June 28.

may you live on in lonely, unbroken, horrible grief, to tremble when you recall the name of Karolyi!"

When his weak uncle Ferdinand abdicated Francis Joseph then eighteen years old, was forced by his ambitious mother to take the throne. That was in 1848, and for nearly sixty-six years his life has been filled with unparalleled tragedy.

The Archduke Maximilian, his brother, went to Mexico as Emperor and was executed at Queretaro in 1867 by the order of Benito Juarez. Carlotta, wife of Maximilian, went insane and spent many years in a madhouse.

In January, 1889, Crown Prince Rudolf, only son of the Emperor, met a violent death in company with Countess Marie Vetsera, with whom he was madly in love. The

to have been the most beautiful princess in Europe, was murdered by an Italian anarchist in Geneva, Switzerland.

The Archduke John Nepomuk Salvator, a distant cousin of the Emperor, renounced his rank and title in 1889 and became John Orth. The next year he sailed for

particulars of the tragedy have never been made known. The wife of Rudolf, the Princess Stephanie, married after his death, Count Lonyay, to the great scandal of the court.

In 1898, the Empress Elizabeth, in her youth reputed

# Crook of the Finger

By WALTER SCOTT STORY

PAYING his dinner check and liberally feeding the waiter, Ormsby, the bond broker, pushed away from the table and, smoking contentedly, stared with growing interest at the man dining in the opposite corner of the café. He had noted the tall, handsome stranger when he came down the room, and his casual glance when he passed him had given a slight itch to his memory. He was trying to ease that itch. For a time he was unable to place the man.

Arising, he reached for his overcoat, and in the moment he remembered the man, his name and all about him. He shook his head negatively to the waiter, who had flown up to help him don his coat, and, with a smile—as one smiles when the balking memory is by concentration forced to serve—he threaded his way among the intervening tables and at length stood before the man in the corner.

"I beg pardon," he said pleasantly, "but I ought to know you."

The diner looked up. He had a long face, a broad, high frontal and a keen eye. He was partly bald, and such hair as remained was grizzled. He scanned the trim, clean-cut young broker with a stony eye—twinkling with frosty humor far back.

"Why?" he queried, laconically.

"Why?" repeated Tilney Ormsby, a trifle disconcerted.

"Exactly, sir. What is the necessity?"

Ormsby drew himself coldly erect.

"No necessity. Apparently I made a mistake. I thought I recognized you. Isn't your name George Wellington Curtis?"

"Yes—that's my name," returned the other, promptly.

"Mine is Tilney Ormsby," said the broker, again pleasant, and eager to be genial.

Mr. George Wellington Curtis looked mildly interested.

"It's not familiar to me, sir."

Again Ormsby was taken aback. Recovering himself, he coolly sat down and related a few incidents of their friendship in college days in Cambridge.

Curtis shook his head.

"I never went to Harvard, Mr. Ormsby. I have never had the pleasure of knowing you." He resumed his meal politely, and Ormsby caressed his chin in a bit of embarrassment—something to which he was not subject very often. As he looked blankly at the prosperous-looking diner, he noted the man make a peculiar movement with the forefinger of his right hand as he repeated his repudiation. Curtis crooked the finger and made a slight downward motion with it in emphasis of his remark.

There might be two men looking alike and bearing the same name, but those two men would not have that same peculiar gesture. Ormsby knew the man was lying to him. But why? Still, it was nothing to him. If Curtis didn't care to renew the acquaintance of college days, that ended the matter.

The broker arose and set his chair in position.

"I beg your pardon, sir, for disturbing you. I can now recall that the Curtis I mean had a distinct trace of snobbery in his composition."

"The trait is more or less common—in the other fellow," observed Curtis, easily. "Good evening!"

Ormsby again made apology, and, feeling like a fool, turned on his heel and strode away and into Washington Street.

Mr. Curtis watched him stride off, watched him till he had disappeared, his thin lips curving in a slight smile, his keen eye frostily twinkling. He had lied.

The broker was a practical man. He had to be in his business. Once in the street, he laughed at the incident, and in laughing threw off his natural irritation.

He strode off briskly to his office in Federal Street, worked leisurely an hour or so, then went out to Brookline and his wife.

With Mrs. Ormsby he laughed heartily over his encounter with George Wellington Curtis.

"George was always a bit of a snob," he declared, good-naturedly. "And that was he. No two men could so closely resemble each other, bear the same name and have that peculiar motion of the forefinger. Besides I saw his eye flash with recollection when I mentioned some of our adventures with the rest of our gang."

"Well," interjected Edith Ormsby, indignantly, "why should he refuse to recognize you?"

"Just the way of the animal, that's all," laughed Tilney, and deliberately dismissed the subject from conversation and from his memory.

One Friday afternoon at half-past two o'clock three weeks later, Ormsby's stenographer brought a card into the private office.

Ormsby, who was very busy, glanced at the card the girl laid beside him, then, venting a short, amazed whistle, dropped his pen and took up the pasteboard. The card bore this inscription: George Wellington Curtis. Nothing more. Ormsby turned the card over, and then over again.

"The gentleman is waiting," said the girl, suggestively. "Show him in, Miss Herbert," said the broker, smiling at his own preoccupation.

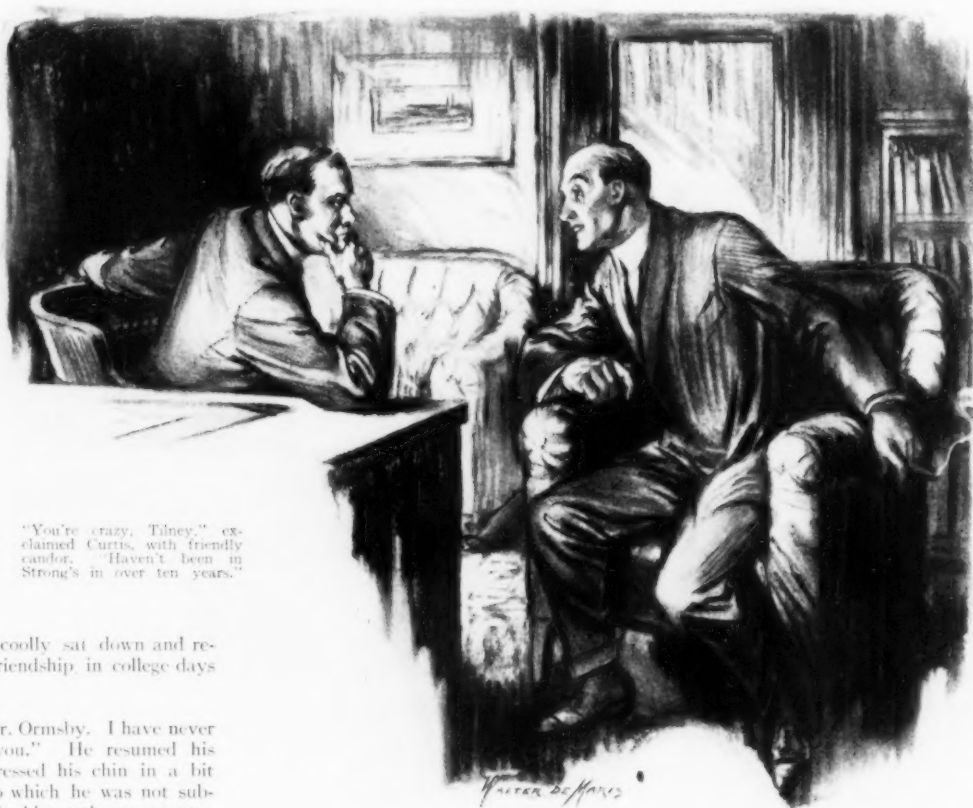
The girl whisked out.

Tilney Ormsby arose to greet his old college chum, eagerness in his face. Of course, he was practical. He had no sentiment. Stated so himself. Was sure of it. But he loved his friends, and had a sort of practical fondness, as it were, to hold the college days green in the memory.

George Wellington Curtis was tall and handsome, with grizzled hair, a long, pear-shaped face and a keen eye, sparkling with humor. He strode across the threshold breezily, and advanced a cordial hand.

"Hello, ol' Tilney Ormsby!" he cried.

"Hello, George, you darned ol' shad!" roared Ormsby. "Where you been the last ten years?"



"You're crazy, Tilney," exclaimed Curtis, with friendly candor. "Haven't been in Strong's in over ten years."

They shook hands vigorously, grinning at each other like two tomcats. "Sit down!" directed the broker. "Look at the nut on yer! Where's yer hair gone?"

Curtis sank into the client's chair and with mock ruefulness ran a white hand over his pate.

"All around th' world, Tilney," he said, referring to his whereabouts.

The two friends talked and talked and talked. Curtis had traveled far and wide, and was a bachelor.

"You'll come out with me to dinner, George," said the broker. "I'll telephone Edith."

He called his wife on the telephone and told her his old friend would accompany him home to dinner.

Edith was surprised to learn that Curtis had called, and her repetition of his name, with certain comments, jogged Ormsby's memory.

"By the way, George," said Tilney, after a time, "why did you say you didn't know me when I spoke to you a few days ago in Strong's café?"

A puzzled look swept across the returned traveler's face. "What's that?" asked George.

Ormsby repeated his question.

"You're crazy, Tilney," exclaimed Curtis, with friendly candor. "I landed in New York from Liverpool last week and ran over here to see you. Haven't been in Strong's in over ten years." He emphasized his statements with a motion of the crooked forefinger.

Slightly shrugging his shoulders, Ormsby changed the subject.

The afternoon passed away, and the stenographer, after a warning knock, came in.

"Anything more, Mr. Ormsby?"

The broker took out his watch. It was half-past five.

"Why, no, Miss Herbert. Sorry you stayed so long. I beg your pardon. You'd better get right along. Good night!"

The young lady retired from the room, and in a few moments was on her way home.

"Great Scott!" ejaculated Ormsby, suddenly, reaching out his hand and placing it on a thick envelope beside his desk blotter.

"What's th' trouble?" inquired Curtis.

"I meant to bank this," returned Tilney, holding up the packet. "Four thousand dollars. I absolutely forgot it."

"You have a safe," said George, nodding his head toward that article.

"Guess I'll take it home with me—it'll be safer, George."

Ormsby put the envelope into his inside pocket and arose. "We'll go along now, old fellow!"

They left the office at once and went out to Brookline. The supper was excellent. George Wellington Curtis was a man of parts, jovial and witty, and he relieved himself of the taint of snobbery. Tilney Ormsby and his wife were delighted with him, and made plans to entertain him for an indefinite time.

In the morning a surprise awaited the broker and his wife. Mr. George Wellington Curtis had left their apartment, had taken French leave. Incidentally, Tilney failed to find the envelope containing the \$4,000 in cash entrusted to him by a client.

It seemed logical—however painful and disappointing—to connect the disappearance of the man with the disappearance of the money. Ormsby raised hue and cry after his old college mate.

Very soon after this kickup in the monotony of a harmonious existence, the stenographer entered the broker's private office with a card. As a matter of fact, she did this several times each day. But when Ormsby carelessly glanced at the card she placed on his desk upon this occasion he threw down his pen and let out a whistle of amazement.

The card bore this inscription: George Wellington Curtis. Nothing more.

"Show him in," said the stalwart broker, grimly, pushing back his swivel chair and arising.

The visitor was prosperous looking. He was of good height, and of more than generous girth. His face was red with the effects of indignation and of good living and his eyes were blazing with anger. He crooked the forefinger of his right hand and menaced the broker with it.

"You know me, don't you, Tilney Ormsby!" he demanded, cholericly.

Ormsby stammered. This angry, red-faced fussy gentleman was the debonair stripling George Wellington Curtis with whom he had played high jinks in college days. There was no mistake this time. But how he had changed!

"You do know me, confound you! What d'ye mean by having my name and history bandied about in all the papers an' callin' me a thief! What d'ye mean! What d'ye mean by it! What d'ye mean by chargin' me with theft in your house! Never was in your house! Never want t' be! Never will be! You're actin' like a jackass. You always did! Always looked like one. Are you an ass?"

"I think I am, Curtis," answered Tilney, slowly, recovering from the effects of the wordy gale. "But my lord, man! your double came—or, rather, a gentlemanly appearing rascal who resembled you physically as you were—a long time ago. Gad! man,—how fat you've grown!"

George Wellington Curtis turned purple. He swelled out like a filling balloon. It seemed as if he were redder and stouter than before. He may have been. Nothing is really impossible. He shook a pudgy finger at his old college friend.

"I'm bringin' a suit against you—you—" He tapered off in his verbal inefficiency. "I'd like t' punch your head!" he stormed, allowing himself that degree of Billingsgate.

"Well, who was that other fellow, Curtis? I'd have sworn—"

"You never see a jackass in meadow grass with cows," said Curtis. "They stay with their own kind. That fellow—if there was one—got near you by instinct!" The fat graduate wheezed delightedly at this jumble.

Tilney Ormsby didn't try to retort. He promised to make retraction in the papers.

"I'll prosecute just th' same!" flamed Curtis, "confound your touch-an'-go way. I'll teach you!" Casting a fiery glance at his college mate, he turned on his heel and left the office.

Six weeks later the police force arrested the smooth George Wellington Curtis who had been Ormsby's guest at dinner. Ormsby interviewed the fellow in the detention room, and learned all he could expect to learn.

His information summed up thus: The \$4,000 was gone; the man certainly did resemble his old college mate as he should have been after the lapse of years; he had in the café owned the name George Wellington Curtis in mere jest, later seeing the possible profit in it; and—two men can have the same gesture.



# People Talked About



## CHARMING WIVES OF NEW DIPLOMATS

Mrs. William G. Sharp (to the left), wife of the newly appointed Ambassador to France, and Mrs. George T. Marve, wife of the new Ambassador to Russia. Both are women of beauty and tact and will make their respective embassies social centers.



## BROOKLYN'S PERFECT BABY

New York recently had a "better baby show" and for a whole week the mothers were told and shown how to care for their little ones. Two thousand babies in Brooklyn competed for a prize, which was won by Marie Danaher, whom the judges said scored 100 points—a perfect child.

## A FILIPINO HIT

Miss Margarita Dalosay, a Filipino schoolgirl, has become so skillful at indoor baseball that the naval officers in Manila have nicknamed her "Ty Cobb." She excels both as a batter and a base runner.



## THE FIRST LADY OF CANADA

The Princess of Teck, wife of the newly appointed Governor General of Canada. She is very popular in England, and will undoubtedly win the enthusiastic regard of the Canadians.

## FAMOUS FOR HER EXQUISITE COSTUMES

Madame Claussie, wife of the newly arrived counselor of the French Embassy to the United States, is a distinct addition to the diplomatic society of the capital. She is said to be one of the best dressed women in Washington.



## THIS BABY TRAVELED BY PARCELS POST

Mrs. Henry Enlar, of Laporte county, Indiana, mailed her two-year-old son to his father in Laporte, recently. The rural carrier did not know that babies were not mailable, and got himself into trouble when the city force wouldn't deliver the youngster. Finally he made the delivery himself.



Ensign T. S. Wilkinson, of Annapolis, Md., commended for conspicuous conduct, skill and courage.



Ensign P. St. P. Lowry, of Erie, Pa., mentioned for eminent skill and courage of his leadership.



Ensign O. C. Badger, son of Admiral Badger, who distinguished himself by his bravery.

## DISTINGUISHED THEMSELVES AT VERA CRUZ



Gunner's Mate Swenson, who saved a wounded comrade at great risk to himself, at Vera Cruz.



Boatswain's Mate Reilly, who continued to fire a machine gun after he was severely wounded.



Chief Boatswain's Mate A. O'Neil, who operated a three-inch gun with deadly effect under galling fire.

## THREE SEAMEN PRAISED BY ADMIRAL

# The Old Fan Says:

By ED A. GOEWEY. Illustrated by "ZIM"

AT this particular time, when a few well-known ball players have been given more than their share of space in the public prints through their willingness to jump back and forth between the various leagues, without regard to signed agreements, it is a pleasure for the fans to hear of the large majority of the diamond performers who are men of honor.



Something's wrong with this season's crop.

Baseball as a sport is all right today, and the followers of the game and the business men behind the various organizations, who have millions of dollars invested, are going to see that it is kept clean and square.

Therefore, when somebody tries to tell you that the great national pastime as a whole is going to suffer any permanent injury because there are a few contract jumpers in the game, "give him the laugh," and point to the army of right thinking and hard working fellows who are striving earnestly to keep the game on the same high plane it has occupied for years.

These players, whose names and records are familiar in almost every household throughout the land, include men of brain and brawn who have been recruited from the farms, the shops, the mills and the colleges, and they deserve unstinted praise for their efforts to keep the game which gives them their livelihood at the head of all kinds of sport. And among these, none holds a more respected position than "Charley" Herzog, the hustling manager of the Cincinnati Reds, who took that outfit at the beginning of the current season, when it was one of the jokes of the baseball world, and by his skill and energy, boosted it to such a fine place in the first division that it yet may give the Giants a tussle for the pennant.

Recently the citizens of Cincinnati conducted a ten-day campaign to raise \$500,000 for a new Y. M. C. A. building. John E. Bruce, secretary of the National Commission, sent for Herzog, and took him, a willing guest, to one of the noonday luncheons which were part of the campaign. When the ovation which greeted his presentation was over, the little manager surprised the 200 or more business men present by making a clever address. He proudly claimed distinction as a Y. M. C. A. boy from the time he was a nine-year-old junior in the Baltimore Association up to the present time. He struck another chord of sympathy when he declared: "I'll pray for the success of this movement." Christy Mathewson is another fine example of what the Y. M. C. A. boy who lives clean can accomplish. Dozens of other members of the Association now working on the ball fields could be named did space permit, but it's a pretty safe wager that with the present and the near future in the hands of such men as these, a few back-sliders are not going to do the pastime much harm.

## California Boy Startles the Tennis World

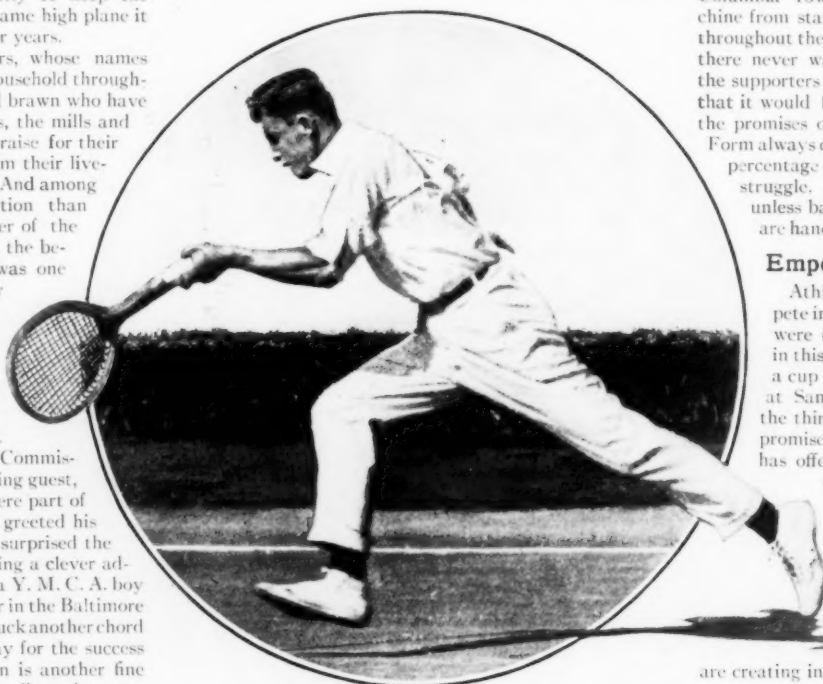
R. Lindley Murray, the sensational young tennis player from the far West who recently won the Metropolitan Championship from Fred Alexander, the holder of the title on three separate occasions, promises to be one of the real heroes of the 1914 athletic season. This youthful tennis marvel, who was not even ranked last year, has made the tennis sharps of the entire world take notice by his startling work during the last few weeks. Two months ago there were not a dozen tennis players of eastern reputation who knew his name, but after he had defeated Alexander, Karl Behr and Merrill Hall in one afternoon, inquiries regarding his achievements on the Pacific coast were made. Later he took the measure of Captain Dionne, Dean Mathey, Watson M. Washburn and George M. Church, thus proving that he belongs in the first ten ranking players in America. The marvelous thing about the lad's work is that he has been playing only four years. He took it up when he entered the Leland Stanford University in 1910, the youngest freshman who ever matriculated. He was just sixteen years of age then. His father, professor of Greek at Stanford for many years, is an ardent tennis fan and it was from him that the boy inherited some of his skill. Murray also is a track man and his record for the 880 yards is 1:55. He played tennis in the little handicap tournaments at college and won them all. His first important victory was the winning of the coast intercollegiate championship at Ojai, Cal., in May, 1913. Murray and his partner in doubles, Herbert L. Hahn, left for their eastern invasion early in May, and they played a series of collegiate matches with the representatives of the universities of Colorado, Missouri, Illinois, Wisconsin, Chicago, Yale, Harvard, Amherst and Cornell and won them all. Murray is another splendid example of what can be accomplished by the clean-living, out-door-loving young American and he should be pointed to as an example worthy of emulation to the youth of Uncle Sam's land. Incidentally it might be mentioned that he is one of the very few left-handed players who ever have acquired fame on the courts.



Occasionally the cellar champ does come to life.

## "Two-Sport Rule" in Disfavor

The so-called "two-sport rule" is meeting with vigorous opposition at Princeton, and some modification of it is being demanded by students, coaches and captains. Those responsible for this rule to confine a student's athletic activities to two sports argue that the change is more to be desired than a total lack of regulation which would permit a man to go into three, four or more lines in the course of a year. They point out that such conditions exist in many colleges, and hold that the effect is not infrequently bad both upon the physical condition of the individual and upon his work as a student. Those who want the rule modified say that they approve of some method to check the growing tendency among students to assume too many responsibilities in a number of extra-curriculum activities, particularly where good all-round athletes are subjected to pressure to induce them to take part in as many sports as possible, even when they are not particularly interested in some of them, that the college may make a better showing. But they do believe that it is all right for a man to compete in the sports for which he is best fitted and likes, without restriction as to their num-



A YOUNG WHIRLWIND AT TENNIS

R. Lindley Murray, of California, whose sensational performance on the eastern courts put him among the international players.

ber, provided this activity does not interfere with his studies. It also is urged that if a scholastic standing were set for men to attain before permitting them to compete in more than two sports, it would stimulate scholarship among athletes.

The "two-sport" regulation was made when the only two athletic periods were in the spring and fall. The introduction of basketball and hockey, and the favor with which they have been received has forced a new problem and it begins to look as if a change will be made in the near future. Those of us interested in sports, and not engaged in the business of training the young mind in the "isms" and "ologies," fail to see any reason why any athlete capable of keeping up with his studies should not be allowed to take part in any sports which he feels will benefit him physically and give him an opportunity to make a record as a worthy devotee of the gymnasium or the track and their attendant branches.

## "Ty" Cobb's Lesson

"Ty" Cobb, one of the most wonderful performers in baseball to-day, and, perhaps, also one of the most temperamental, recently went through an experience which probably has taught him the value of holding his temper at all times. According to the news-dispatches, Cobb, during an altercation with a Detroit butcher, drew a revolver. A fist fight followed, in which the outfielder's thumb was broken, and then he was taken to court and fined \$50. Persons claiming to have a personal knowledge of Cobb's plans, started a rumor that he was so ashamed of his behavior that he would leave the Tigers and go elsewhere to play. However, nothing of the kind will take place. The "Georgia Peach" was ashamed of his conduct, but to prove that he was sorry for the bad "break," and that he intended to make his Detroit neighbors forget the incident, he hunted up President Navin of the team with which he long has been connected, and not only assured him that he would be back with the club as soon as his injury mended, but signed a contract to play with the Tigers during the 1915 and 1916 seasons.

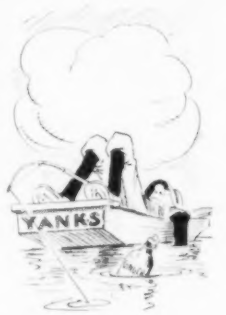


Several candidates for this seat.

## First-Class Form Means Success

Columbia's crew won the big 'varsity race' at Poughkeepsie. You know that and also that the representatives of the blue and white beat Pennsylvania by almost a length and a quarter, with Cornell, the favorite, and Syracuse, Washington and Wisconsin trailing. But do you know the secret of Columbia's success after nineteen long years of waiting, from the day in 1895 when Hamilton Fish, who gave up his life at San Juan, stroked the blue and white to victory? Form is the answer. It was the chief asset of the Columbia oarsmen and it won out. For weeks the critics had noted the precision and team work of the Morningside crew, and although praising "Jim" Rice for his attention to details and lauding his persistence in obtaining form, they implied that he was sacrificing speed and strength in his effort to obtain concerted action. But Rice was right. He said form would win and it did. Following instructions to the letter the men of Columbia rowed like a machine from start to finish, and throughout the four-mile course there never was a time when the supporters of the crew felt that it would fail to live up to the promises of its instructor.

Form always counts for a large percentage of every athletic struggle. Heart, gameness and skill mean much, but unless backed by form and perfect team work, they are handicapped. The recent polo fiasco proved this.



He's lost his bait.

## Emperor William Gives Yachting Cup

Athletes in all parts of the world who will compete in the games at the Panama-Pacific Exposition were delighted recently when it was announced in this country that the German Emperor will give a cup to the winner of the sonderklass yacht race at San Francisco's big celebration. This makes the third cup from the head of a great nation to be promised for the exposition, as President Wilson has offered a cup for the winner of the twelve-metre race and King George V of England has put up a cup for the class N yacht race under the universal rules. With such celebrated personages coming to the front as patrons of sport, it not only guarantees an increased interest in the Panama-Pacific Exposition next year and the Olympic games at Berlin in 1916, but argues that athletics generally are creating interest among people in all walks of life.

## Important Changes in Olympic Rules

At the recent meeting at Lyons, France, of the rules, regulations and records committee of the International Amateur Athletic Federation, James E. Sullivan, secretary of the American Olympic committee, presided and several rules submitted by him were adopted with modifications. Rule 6 now provides that "each of the three timekeepers shall time every event; in case two watches agree and the third disagrees, the time marked by the two shall be official; and if all the watches disagree, the time marked by the watch giving the middle time shall be the official time." Both France and England argued unsuccessfully in favor of counting the best instead of the middle time. As modified the rule relating to the judges at the finish now reads: "There shall be three or more judges, who shall decide the order in which the competitors finish." The old rule designated one judge to take the winner, another the second man and another the third. Another amended rule gives the judges of walking or their assistants the power to warn or disqualify immediately, at their discretion. Previously a competitor could be disqualified only after a third caution.

## Mathewson's Good Advice

Christy Mathewson, one of the greatest pitchers baseball ever has known, and for years the mainstay of the Giants, recently spoke to the 550 boys in the New York Juvenile Asylum at Dobbs Ferry, and among other things, urged upon them the necessity of living clean, upright lives if they ever expected to become great athletes. "I might lecture you boys about control being the big thing in life," he said, "but just now I'll talk about pitching, and in that, also, control is everything. Most young pitchers at first attempt a round-arm delivery because it enables them to put more on the ball. Don't be too anxious to throw a curve and try fancy stunts. Be slow but sure in this as in other things and you'll probably win out. I would advise you to keep to a straight, over-hand delivery. Watch the plate and make sure the ball goes over it. Never mind if the opposing batters do make hits off you at first. It is the future for which you are working, and it won't be long before you have such control that you can place the ball where you want to and begin to outguess the batters." That is pretty good advice for boys of all ages and conditions. Matty has as good a delivery on the rostrum as he has on the diamond.



# Fun and Frolic of Commencement Days



A survivor of the "polo game" at Yale.



NORTH DAKOTA "AGGIES" AS INDIANS

Fargo was treated to an outdoor play based on the massacre of General Custer by Sitting Bull and his braves, as a part of the commencement of the State Agricultural College. The costumes were loaned by the Smithsonian Institution and other museums.



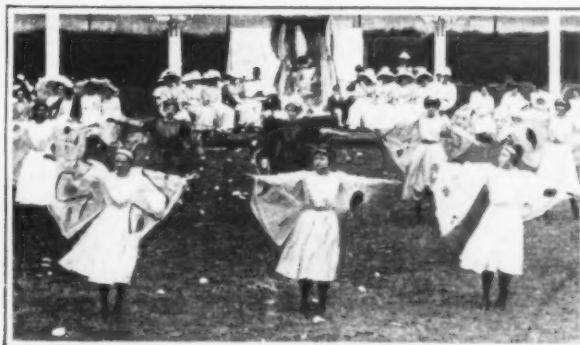
A STORMY VOYAGE

Class of 1908 at Harvard as a battleship off Vera Cruz.



CLASS OF 1909 AS A PACK OF CARDS

This "pack" set adrift hundreds of toy balloons at Princeton Commencement, and otherwise made things lively.



GREAT COLLEGE PAGEANT OF THE WEST

The Spring Festival at Drake University, Des Moines, Iowa, draws many spectators. It is on a very elaborate scale.



CROWNING THE MAY QUEEN

A picturesque feature of the end of the school year at the University of Nebraska, at Lincoln.



THE HIGHER EDUCATION NO BAR TO MATRIMONY

The class of 1904 of Smith College is largely happily married according to the placard carried at this year's Commencement. The Continental costumes were a striking and effective feature on the campus.

## The Tempting Tango on the Sands

Dancing on the sands of the bathing beaches is very popular this summer, and with its development there has been an increasing tendency to immodesty of dress and deportment that has called for police regulation. The papers frequently report the arrest of merry-makers who have gone beyond the limit of tolerance. The accompanying photographs, made on the popular resorts of the North Atlantic coast, show that the proprieties are not strictly observed. The health and enjoyment to be derived from the proper use of the seashore make it important that these resorts should not be given over to those who do not use them properly.

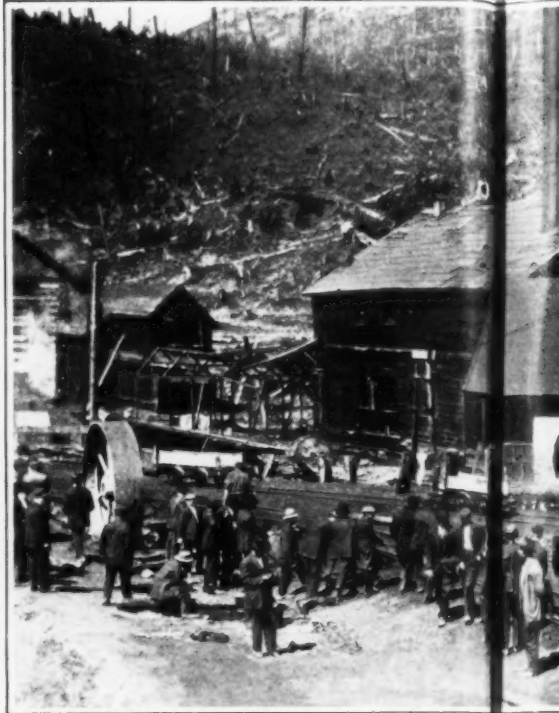


# PICTORIAL DIGEST OF THE W



UNIQUE PUBLIC SCHOOL FOR CRIPPLED CHILDREN

Seattle, Wash., has established systematic instruction for the young patients in the Orthopedic Hospital. These children are unable to attend regular schools, but are mostly bright and take readily to the instruction, which is adapted to their physical limitations. Some of them learn their lessons while strapped to extension frames.



SCENE OF MINE

On June 19th an explosion in a coal mine killed the male population of the village. The explosion was due to a gas leak. Only a few of the men in this mine escaped unharmed.



REMA The annual convention of the Police Chiefs' International Association was held in the city of St. Paul, Minn., and topics of discussion were presented.



RIVAL MINERS' UNIONS RESORT TO DYNAMITE

Many members of the Western Federation of Miners at Butte, Mont., recently seceded and the two factions have been carrying on a warfare. On June 23rd the revolutionists made three attempts to blow up the Federation headquarters with dynamite. The illustration shows the success of the third attempt. In the meantime bullets were flying and several people were killed or wounded. It is said that the seceding faction of miners is under the direction of the I. W. W. Great bitterness has been engendered and further trouble is feared.



DEVASTATING STORMS VISIT THE MIDWEST

During the latter part of June several severe storms swept over parts of the Midwest, causing great damage in city and country. The illustration shows houses at Oshkosh, Wis., June 24th. Two people were killed in the city and the property loss estimated at \$100,000. The house to the left had a 2 by 4-inch scantling driven through its walls by the force of the storm. The floor of the living room were piled in a heap in the front of the house.



# WORLD'S NEWS



**OF CANADA'S FRIGHTFUL MINE DISASTER**  
A mine disaster at Millcroft, Alberta, resulted in the death of 181 miners, a majority of the adult population of the town. The explosion was due to gas and wrecked the buildings at the mouth of Mine No. 20, which was the largest in the district. The illustration shows relatives of the victims patiently waiting word from the rescuing forces.

## HONORING THE FOUNDERS OF OUR LIBERTY

On June 23rd, a representative body of the Sons of the American Revolution started on a tour over the route covered by Washington in 1775 when he went from Philadelphia to Cambridge, Mass., to take command of the Continental army. The illustration shows the placing of a wreath on the grave of Abraham Clark, at Rahway, N. J., by his great-great-grandson, A. D. Clark. Abraham Clark was one of the signers of the Declaration of Independence at Carpenter's Hall, Philadelphia, July 4, 1776. While such men as John Hancock, John Adams, Benjamin Franklin and Thomas Jefferson have immortal pages in our history, it is well to remember their associates who achieved less distinction, but who shared with them the dangers and difficulties of the struggle for independence.



**REMARKABLE GATHERING OF CHIEFS OF POLICE OF TWO COUNTRIES**  
An International Police Convention was held in Grand Rapids, Mich., the third week in June. The membership includes the heads of the police departments of all the principal cities and of special interest are considered. The illustration shows a group of the majority of the members, many of whom are accompanied by their wives.



**THE MINE WEST**  
A fire in Minnesota and Wisconsin doing \$100,000. The building was destroyed at \$100,000. The building was destroyed by the fire, and the entire contents were lost.



## DAYS OF GOOD QUEEN BESS RECALLED

The citizens of Kansas City, Mo., recently produced an Elizabethan pageant under the direction of the College Alumnae Association, which was witnessed by a vast throng. Queen Elizabeth was represented by Mrs. George C. Mosher. The costumes were elaborate and historically correct. The proceeds of the fête were added to the fund of the association which for twenty years has maintained a deserving girl student in the University of Missouri or University of Kansas.

# The Railroads' Most Gigantic Task

By JOHN FINDLEY WALLACE

*Our clogged freight terminals. The problem which faces the railroads in fighting congestion in New York, Chicago, Boston and other large cities.*

EDITOR'S NOTE: James J. Hill, in a speech delivered before the Railway Business Association in 1912, declared that the question of railroad terminals "should be not local only but national." The volume of traffic, he said, handled at Duluth would that year "be larger than London, New York, or Hongkong; three times as large as Liverpool; and it is done in less than eight months out of twelve. It is received, transferred and discharged without congestion in the busiest seasons and with expedition because the terminals there have been specially created for the work they have to do." In some older cities, he went on, "it will be physically impossible to secure the land area for proper terminals. The space that must be used is generally in or near the business heart of the city; often along the waterways, where enterprise has been busy and land values have reached their highest point. Therefore the space for such terminals is either not available on any terms or will cost sums that sound fabulous. The financing of new terminals presents a far more serious problem than the financing of a new railroad. Large sums of money must be raised. The owners of capital will not supply them unless they are satisfied with the security and with the prospect for a sure and adequate return on their money." The author of the appended article is famous as the first American Chief Engineer of the Panama Canal. He has been consulted on terminal improvements by a large number of important cities throughout the country and has represented the city government of Chicago in working out terminal plans now well on the way toward adoption.



JOHN FINDLEY WALLACE

## Chicago to Move a River?

CHICAGO, which conquers in the sign "we will," now contemplates picking up a river which is in her way and carrying it out west where she wants it; not very far west—only a few city blocks; but the job will cost about \$6,000,000, and that is only one item in the complicated and costly undertaking by which 1-764 of the city's area, where more than twenty railroads handle every day 112,000 tons of freight and

200,000 passengers, must be unmanacled from congestion. Drays clog the streets, commuters throng the ways, and the downtown region has still to build up from an average of eight-story structures to the present maximum of twenty stories with a daytime population and traffic corresponding. The present has begged the dreams of past boosters. Engineers are now asked to provide for the future. Chicago's appetite for freight cannot be curbed by dieting. Her daily meal will keep on growing. She needs new digestive apparatus. Transference of the river and certain other capital operations will give it to her. Freight-wise she must begin life over again. What is true of Chicago is true in one way or another of most of the principal cities of the country.

## New York's Problem

AT New York the national government, the City and State of New Jersey are endeavoring to work out colossal projects for handling the natural growth of freight at a port doing an annual business of more than \$2,000,000,000, plus that which is expected from the three great new ditches, the New York State Barge Canal, the Cape Cod and Panama Canals. For the railroads this situation presents expensive problems. On the west side of Manhattan, there is great congestion of incoming food, raw materials and manufactures and outgoing factory products and distributors' merchandise. Yards are to be constructed between 60th and 72nd Streets taking some of the costliest land in the world; it is desired to have surface operation below 60th Street eliminated by boring a subway to the Battery which will serve business on the land side, connect with the New Jersey ferries and link up the steamship piers with the island and with one another. Freight tunnels under the Hudson are contemplated to the New Jersey terminals. Dock development in Brooklyn with a marginal railway adjacent thereto will call for further expenditures by the rail lines for effective and convenient connections.

## Congestion Country-wide

BOSTON lies between roads south and roads north, subjecting business to a high cartage cost and demanding some form of belt line, probably involving a tunnel from South Boston to East Boston under the harbor, to say nothing of electrification for both passenger and freight service.

Philadelphia must rearrange and electrify her passenger terminals so as to care for an immense number of commuters directly on the line of a very extensive through service to the south and west; while our old friend, the cartage charge, demands that freight consumed and disgorged by 8,000 or 9,000 manufacturing establishments be laid down and taken up more nearly at every man's door—and every man's door is located where it is going to cost money to plow a railroad track through to it.

Baltimore is opening an entire new section to the southeast by means of the so-called "Key Highway" with a network of tracks connecting manufacturing and jobbing sites with the railroads and piers; and the Calvert freight houses and yard spaces are to be doubled in capacity.

At Buffalo a State Commission has been working out

for two years the disentanglement of the Buffalo situation, which has been tying itself up tighter and tighter. Fast through passenger trains roll as serenely past this lakeport of nearly half a million people as if it were a country village; there is no quick way of getting a train in and out again. A score of railways are scattered here, there and everywhere over the city with their unrelated passenger and freight facilities which must be systematized. The New York Central alone must spend \$9,000,000 for a passenger and freight terminal recently sanctioned by the Commission.

St. Louis is served by ten Eastern lines whose rails terminate at East St. Louis on the Illinois side of the river and by seven lines running into the city. The intermediate service is performed by practically one switching line over the two bridges except a small portion which is ferried. This arrangement requires extensive terminal accommodations. On the St. Louis side the situation is serious. Additional team track service and freight house facilities can be provided upon land already acquired for that purpose, if an ordinance can be agreed upon with the city authorities. Cleveland, Columbus, Cincinnati have all outgrown their facilities. The list might be prolonged.



CHICAGO'S INADEQUATE TERMINALS

The railroads must spend millions in order to handle with reasonable promptness the great freight traffic of the Western metropolis.

## What the Terminal Problem Is

TERMINAL betterments are made in order to reduce the time that freight cars and packages are in the hands of the railroads and not traveling. President L. F. Loree of the Delaware & Hudson some months ago told the story of a freight car trip. The car was in the hands of the railroads 63.7 per cent. of the time and in the hands of the shippers 36.3 per cent. of the time. On the average, shifting and interchange movements consume 10.1 hours out of 24, or two-thirds of the time that the car is in the possession of the railroads. "Here," says Mr. Loree, "center the largest opportunities of reducing the delays that are wasteful of time and money alike."

## Great Cities That Died

EACH of the great cities is beset by the gravest anxiety, because its people know history. They have read the legend, which scientific excavators credit, that a cat could walk from wall to wall and house-top to house-top through the Syr-Darian River Valley from Kashgar in Eastern Turkestan to the Sea of Aral; that the remains of ancient Bactra (Balkh) cover a circuit of twenty miles after 600 years of abandonment, and that Jenghiz Khan is said to have slain 800,000 people in Bagdad alone. Life was fine and fair in Bagdad and in many a metropolis of old created at the convergence of camel routes between Europe and China and India. When ship-builders began to use iron nails instead of wooden pegs and to navigate the Red Sea with loss from shipwreck so diminished that freight rates were lower by ship than by caravan, the inland center with a population running into the millions could shrivel and evaporate, and become the tomb of busy commerce, muck for the antiquarian's rake.

## Perils of Competition

THROUGH routes to-day in the United States are assailed by competition on every hand. Freight shipped at New York, jobbed at Chicago and rejobbed at Spokane can go, if induced, by way of Tehuantepec or Panama; San Francisco or Seattle will do the jobbing. If trans-shipment at Chicago came to involve sufficient delay, freight from New York

might even travel coastwise to Newport News or Baltimore and beat the Chicago route into Spokane in point of time as well as of cost. This is especially true when industry is booming, terminal facilities strained and everyone eager to cash in while the going is good. One such period might almost create a new major center of trans-shipment for the country. Men in middle life can remember when St. Louis ridiculed the prediction that Chicago would outstrip her in business and in population. There is another kind of competition. If merchandise manufactured on the Atlantic seaboard is delayed long enough in going through inland terminal cities on its way across the Mississippi, manufacturing plants will be established at points from which product can be laid down in the trans-Mississippi territory without going through those centers of trans-shipment.

What enables New York and Chicago and Omaha to grow rich is not only nearby production and nearby consumption, not only ease in getting to the place and its location on the way to somewhere from somewhere, but rapidity and cheapness in getting through. A Bostonian once said he hoped the railway lines south and north of that city would never be physically connected, because

then travelers might pass through without stopping and spending money. A philosopher retorted: "It is likely indeed that you can entice people here by making the city hard to get into and out of." Our cities know that the metropolis must be more than on the way from many markets to many markets; it must be a quick and convenient and cheap junction.

## What Makes Cities Great

IRVING T. Bush, the Brooklyn terminal operator, has remarked that practically everybody in New York is either working for the port or for the railroads or for somebody who is working for them. "Destroy," he declared, "the work horses of commerce (ships and railroads) and the lawyer and the doctor would take in their shingles." Upon the trade passing through—profitable employment from transportation and dependent manufacturing industries, lighterage, cartage, storage, insurance, financing, converting, wholesaling—the prosperity of cities depends; and that city which ceases to be the most favorable point for taking goods through will dwindle and die. This our cities know. They call upon the railroads for these enormous outlays in order that for freight, and for passengers too, the channels may be kept open for business.

Yet familiar as they are with history and apprehensive as they are of losing the junction advantage, practically all our cities have permitted the traffic to outgrow the facilities for handling. Why? Because man is so constituted that he rarely forms in the present any adequate conception of future development. The forecaster who should do justice would be smiled at as a Colonel Sellers. We underestimate if we try to predict and most of us are too busy with the inch before the saw to count the acorns in the forest or even the trees.

Even so wonderful a prophet as James J. Hill concedes that men thirty or forty years ago "could not know where the greatest markets were to grow up. They could not tell in what portion of the city it would be most convenient to have railroad yards placed a generation later. If they had secured land, changes in business districts would in many cases have made their forethought useless. Even if gifted with prophetic knowledge, they could not then have commanded the resources for such an undertaking, any more than the country town of to-day can put in all the improvements that its future as a possible city will require and justify."

## Congestion Affects Everybody

IT is not only the residents of terminal cities who suffer if transportation through those cities is defective. The point at which the shipper comes in contact with a terminal defect may be a thousand miles away from the defective terminal. He wants a car which he cannot get or he is waiting for a load that does not come. He thinks and says that he is suffering from a car shortage. The fact may be that too many cars have clogged a terminal somewhere. The real shortage is a terminal shortage.

(Continued on page 66)



# In the World of Womankind

By FRANCES FREAR

EDITOR'S NOTE:—This department is devoted to the interests of women. It aims to deal with vital problems in a wholesome and helpful way, and invites the co-operation of its readers. Inquiries will be answered by Mrs. Frear, either through the columns of the paper, or by letter. In case an answer is wanted by mail, a stamp for postage should be enclosed, and all communications should bear the name and address of the writer. Address Frances Frear, care LESLIE'S WEEKLY, 325 Fifth Avenue, New York City.

## The Better Baby Movement

ALL over the country we are having baby shows, and "Better Baby" weeks, with a consequent arousing of interest in the care of children on scientific lines, that is doing a lot of good. Our dear old grandmothers were delightful in their kindness to us when we were little, but sometimes

their time in their little cribs out on the porch, drinking in fresh air while they sleep. And they are fed with exactness, both as to quantity, quality and time. Their lives are as well regulated as is humanly possible.

With the development of the "Better Baby" movement we hear less about "race suicide." Thinking people realize that it is better to take care of the babies that are



THIS PAINTING TAUGHT A COSTLY LESSON

Recently Mrs. Hamilton Fish, of New York, attempted to send a "Virgin and Child" by Moretto da Brescia, from Italy to the United States. The picture had been bought by her late husband and she did not know its price, so she gave its value at \$100. The Italian Government immediately exercised its right to buy the picture at its owner's valuation. Mrs. Fish learned later that her husband had paid \$4,000 for it.

they put our baby lives in jeopardy through a very excess of love and fussing. It has taken quite a long time to realize that little human animals are subject to pretty much the same natural laws that little brute animals are—and anybody knows what happens to the kitten that is fondled and petted too much, or the puppy that feeds on cake and candy. Nowadays prize winning babies are not rocked to sleep, trotted on the knee or tossed to the ceiling for the delight of their doting elders. They spend most of

born than to have more born, only to have their young lives snuffed out through the ignorance or carelessness of parents. Not more babies, but better babies, better cared for, is the thing needed to build up a fine, sound American race. Of course this worthy movement is suffering from faddist exponents, as every good thing must, but fortunately the "Better Baby" advocates are proceeding in the logical way, to educate and stimulate the thinking powers of parents, and are not demanding foolish and unnecessary legislation. The eugenics advocates made the mistake of thinking that radical laws were the thing, with the result that the whole movement suffered a relapse into obscurity.

## Readers' Question Box

In this department Mrs. Frear will answer only such questions as seem to her to have general interest. Those of a purely personal application will be answered by mail.

I have a baby boy four years old, who has a most awful temper. When vexed he rolls on the floor and beats his head against the wall, while he screams something dreadful. Do you think whipping him would break his temper, and if so would I be justified in doing it?—Mrs. M. P. S.

Whipping children is generally, but not always, useless and brutal. Before resorting to the rod to correct your son's temper you should have him thoroughly examined by the most reliable physician you can find. It may be that he is suffering from some obscure derangement. I have heard of several such cases. For his own sake his temper should be brought under control, and if it cannot be done by gentle means, and you are convinced that it is not due to physical causes, the rod will not come amiss.

In LESLIE'S I read about the immoral styles that city people wear, and I try to influence my daughter to dress sensibly, but she insists on keeping up with the styles, even though they are shocking. She is only eighteen. Am I right in making her wear sensible clothes against her will?—Anxious Mother.

You certainly are. Modest apparel is the most attractive that women can wear.

My husband refuses to go to church with me, though we have been married only two years. He used to go every Sunday and seemed to like it, but lately he stays at home. Should I stay at home too, or is there some way I can make him go?—A. B.

By all means go to church alone if you can't coax your husband to go with you. Perhaps you could make him go by urging him sufficiently, but it is not likely that it would do him any good under such circumstances. Better let him stay at home awhile and he will get ashamed of himself.

## WRONG BREAKFAST

Change Gave Rugged Health

Many persons think that for strength, they must begin the day with a breakfast of meat and other heavy foods. This is a mistake as anyone can easily discover for himself.

A W. Va. carpenter's experience may benefit others. He writes:

"I used to be a very heavy breakfast eater but finally indigestion caused me such distress, I became afraid to eat anything.

"My wife suggested a trial of Grape-Nuts and as I had to eat something or starve, I concluded to take her advice. She fixed me up a dish and I remarked at the time that the quality was all right, but the quantity was too small—I wanted a saucerful.

"But she said a small amount of Grape-Nuts went a long way and that I must eat it according to directions. So I started in with Grape-Nuts and cream, two soft boiled eggs and some crisp toast for breakfast.

"I cut out meats and a lot of other stuff I had been used to eating all my life and was gratified to see that I was getting better right along. I concluded I had struck the right thing and stuck to it. I had not only been eating improper food, but too much.

"I was working at the carpenter's trade at that time and thought that unless I had a hearty breakfast with plenty of meat, I would play out before dinner. But after a few days of my 'new breakfast' I found I could do more work, felt better in every way, and now I am not bothered with indigestion."

Name given by Postum Co., Battle Creek, Mich. Read "The Road to Wellville," in pkgs. "There's a Reason."

Ever read the above letter? A new one appears from time to time. They are genuine, true, and full of human interest.



Connecticut Kitchen

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## Putting Up Good Preserves is a Very Simple Matter

Use Karo (Crystal White) in Your Preserving Syrup

MANY a housewife looks at her filling pantry shelves, and blesses the day when she learned to use Karo (Crystal White) in her preserving syrup.

For jams, jellies, canned fruits and fruit butters—sweet fruits or tart fruits—make your syrup with part Karo (Crystal White) instead of all sugar.

You will find your preserves more pleasing in both flavor and consistency, and the work of putting them up very much easier.

Karo (Crystal White) is a thick, heavy syrup—a similar form of sweet to that which occurs naturally in fruits.

Used in the proper proportions with sugar (see the Karo Preserving Book), it makes a rich preserving syrup, free from the dead sweetness of syrup made with sugar alone.

It blends with the fruit juices, bringing out to perfection the full flavor of the fruit.

In jams and jellies, a special advantage of Karo (Crystal White) is that it prevents candying or crystallizing.

If you have never tried Karo in your preserving, send for a copy of the Karo Preserving Book, and get a can of Karo (Crystal White) from your grocer.

The Karo Preserving Book is a wonderfully practical little guide to good homemade preserves—the latest methods for putting up all kinds of jams, jellies, canned and preserved fruits and fruit butters; the proportions of fruit, Karo (Crystal White) and sugar; the time of cooking; and full directions for a simple, easy method of sterilizing preserves (using the ordinary kitchen utensils) so they will keep perfectly.

Here, for instance, are the proportions and time of cooking for canning the late summer fruits:

CANNING TABLE

5 lbs.	Lb. Sugar	Lb. Karo	Water	Time of Boiling, Min.
Peaches	1 1/4	3/8	1 pt.	10 to 15
Pears	1 1/4	3/8	1 1/2 pts.	15
Quinces	1 1/2	1/2	3 pts.	20 to 30

The Karo Preserving Book is FREE. Your name on a post card will bring it. Send the post card to

Corn Products Refining Co. New York

Dept. T,

P. O. Box 161





## The Joke—He Never Thought of B. V. D.

**F**ANNING, mopping and grimacing, "Phew! how hot," won't keep you cool, when the sun grills. B. V. D. will. It lifts a burden from your body and weight from your mind. You forget the heat, because you're too busy "enjoying life"—lounging, dancing, a game of golf, a bout at tennis, watching a baseball game. Remember that *not all* "Athletic" Underwear is B. V. D.

For your own welfare, fix the B. V. D. Red Woven Label in your mind and make the salesman show it to you. That positively safeguards you. On every B. V. D. garment is sewed



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R. V. D. Union Suits (Pat. U. S. A. 4-10-07) \$1.00, \$1.50, \$2.00, \$3.00 and \$5.00 the Suit.

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## On the Trail with a Mighty Hunter

(Continued from page 54)

these great beasts, so that her husband may mold them into wonderful sculptures. For, did I not say in the beginning that Mr. Akeley was a sculptor? His "Wounded Comrade," a bronze group of three elephants, two of them assisting a wounded brother to safety, portrays a lesson in natural history more graphically than could pen or brush. Its reception throughout the art world has placed its modeller in a high niche apart from all contemporaneous sculptors.

Mr. Akeley is not the big, vigorous, vital man one expects to find in an intrepid hunter. He is a little above medium height, with a close-knit frame, and a slight stoop to the shoulders that might betoken either weariness or wariness. His eyes, though not large, are expressive and alert, trained to take in much at a glance. Contrary to my preconceived ideas, his movements are deliberate and methodical. He calculates what he can do in a given time, then cautiously, without wasted energy, accomplishes what he has planned. Thus he conserves the strength and vitality that have stood him in such good stead in his terrifying experiences. Above all, Mr. Akeley has that rare but intensely human quality—a subtle sense of humor.

Mr. and Mrs. Akeley have a common bond that makes them delightfully companionable. She is as eager for the hunt as he. "You see, it is useless to fight the longing," he said, "when all want to go back as we do. There are three in our family waiting for the happy 'all aboard' that presages the journey to Africa—the wife, the monkey and myself." The monkey is a bright-eyed, alert little animal they picked up on the last African hunt, and which accompanied them everywhere, even back to America. It has become a constant companion to them both, and it is hard to decide which is the more affectionate in the strange bond, the Akeleys or the monkey.

I have often wondered what led some of our prominent men to choose fields of endeavor in which they have excelled, so I asked Mr. Akeley that question about himself. He told me that as a youngster he had always found pleasure in amateur taxidermy, so as a matter of natural selection he sought employment in that business when he began to earn his living. He became connected with Ward's Natural Science Establishment, a concern which in those days supplied museums and colleges with specimens for exhibition. There he learned the basic principles of taxidermy, and having a natural adaptation and preference for the work he continued to perfect his art until he is to-day considered among the foremost in his line.

Large museums send out their own explorers and hunters and employ their own taxidermists to mount their specimens. As Mr. Akeley has an inborn love of the wilderness, and is a keen sportsman, it was but natural that in addition to his scientific studies he should also assume the role of Nimrod. And so we find him, the mighty hunter, first procuring his specimens at the risk of health and life, then curing the skins and mounting his trophies into life-like groups, and lastly modelling the jungle monsters into imperishable bronze to stand as monuments to his courage and sacrifices made freely for the good of his fellow men.

## Prof. Taft on Church-Going

**"EVERYBODY** at church" Sundays have been tried with great success in many cities all over the land. When the movement for such a day was being worked up at New Haven, Conn., former President Taft, on placing upon his coat the blue button emblem of the campaign, spoke a strong word in favor of church-going. "There is great need of widespread church-going to-day," said he, "in order to offset the evil results of an ill-advised emotionalism that seems to be sweeping throughout our land." The people who more than any others set the moral standard of the day are the church-goers. Mr. Taft is quite right in saying too that the filth of society would not be paraded before the public, as is now the case, if more people would go to church and thus get a better understanding of their own personal responsibility for improving social conditions. If as a people we have gotten out of the habit of church attendance, it is not because we have lacked a good example in this respect among our leading statesmen and citizens. It is a mark of credit for any person to have a regular habit of church attendance, and he should not need special inducement to go.

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## Leslie's Travel Bureau

EDITOR'S NOTE.—This department will give specific information to LESLIE'S readers who are planning to travel at home or abroad. It is created to meet a special need that shows itself in the numerous letters that come to this office daily. In many cases these inquiries duplicate one another and the printed answer to one will give welcome information to others. Special travel experts on the LESLIE staff will make this page almost indispensable to the traveling public. Correspondents are requested to state definitely their destination. This will facilitate the work of this bureau. Stamps for reply should be enclosed. Address Editor, Travel Bureau, LESLIE'S WEEKLY, 225 Fifth Avenue, New York City.

### THE UNIVERSAL LONGING FOR CAMP LIFE

WHETHER it is an evidence of our barbaric instincts or not, the fact remains that the love of outdoor life lies deep in the breast of every man, woman and child. Camping is the popular vacation pastime. Young and old enjoy it. It is no longer necessary to go out into the woods and sleep in a "lean-to" or open shed, upon a lot of wiry boughs, for in these days, at any sporting goods depot, one can find an outfit from mattress to tent, which will give him, in camp, almost the comforts of home. A couch and a shelter are both desirable wherever one may be, not only from the standpoint of comfort but of health.

The demand for camping places is being met everywhere—at the seashore, in the woods and on the mountain top. Presumably the vogue for camp life was first stimulated by the old-fashioned camp-meetings, a few of which still remain as centers of religious exaltation, in the groves, "God's first temples." Along the seashore near New York City, and along the Palisades on the west bank of the Hudson, great colonies of tenters are located each summer, and the vogue of Ocean Grove, Asbury Park and countless other places where tents can be rented by the week, month or season at a low price, has long made these places famous.

Some prefer the fresh water of the lakes and rivers to the sea, and for these accommodations are easily found. Not long ago I came across a beautiful lake in Vermont, Lake St. Catherine, a few miles from Rutland, and was surprised to find little cottages, simple, plain and partly furnished, that could be rented for \$1.50 to \$2.50 a day including firewood and ice. Parties of girls and others of boys, numbering six or eight, rent one of these cottages within a stone's throw of the lake, where fishing can be had, and have

a summer's outing at a cost of scarcely fifty cents a day each for board and lodging.

So great has the demand for camp resorts become that states like Wisconsin and Michigan, which are filled with lakes where bass, pickerel, pike and muskellunge abound, offer camp sites at a nominal rental. Individuals or families can have a tent in the forest reservation of Wisconsin, for the erection of tents or temporary structures at a yearly fee of \$2 per person or \$5 for a family, or an individual or club may lease five acres or more for a period of from one to twenty years, with privilege of renewals at an annual rental of from \$10 to \$50. Mr. A. C. Johnson, Passenger Traffic Manager, of the Chicago and North Western Railroad, Chicago, will give detailed information to any reader of LESLIE'S who may write him for it.

Camping sites in the Adirondacks can be had on application to the State Forest Commission, Albany, N. Y. Everybody who has been to the beautiful Thousand Islands, perhaps the most attractive summer spot in the world, recalls the State reservations, with fireplaces, pavilions and tables, to which the boatmen repair when they serve the shore dinners in the middle of a day's fishing. To those who love the life outdoors nothing commends itself from the standpoint of health more than a few weeks' outing along the seashore or in the woods. Where a family cannot leave home for a week or two, a pleasant picnic in the woods, a few miles from home, will make the week's end a joy to be looked for with increasing appreciation. There is something in the atmosphere of camp life that brings out the best things in our nature. A few days in the sunshine, with an occasional shower thrown in, will do all of us good.

The visit to Mount Vernon, by steamer, takes about four hours, giving two hours at Mount Vernon. The fare, including admission to Mt. Vernon, is 75 cents.

### HOW TO GET TRAVEL BOOKLETS

Booklets of information can be had covering a number of interesting railway and steamer trips. Any of my readers can have copies of the following by writing to the addresses indicated and mentioning that they are readers of LESLIE'S.

An excellent travel map of Europe, with mileage and rates of fare between the principal points of interest, is issued by the International Mercantile Marine Co., 9 Broadway, New York City.

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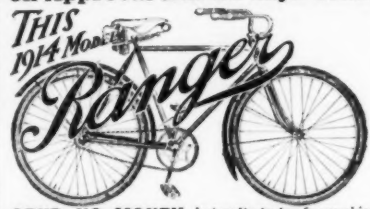
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## The Railroads' Most Gigantic Task

(Continued from page 62)

To some extent his sufferings may be ameliorated by the addition of more rolling stock and to a large extent in the recent past the railways, turning in the direction of least resistance, have increased their rolling stock as a stop gap while postponing the city terminal improvements which involve such enormous land costs.

More cars under some circumstances will enable the shipper to start his shipment sooner, but delivery will be no more prompt if a clogged terminal stands in the way. Ultimately what interests the shipper is the time consumed from the moment when his shipment is ready to load to the moment of delivery to the consignee.

### The Choke IN 1906 an institution in which I was interested built a manufacturing plant.

In the midst of construction we found ourselves unable to obtain materials. The transportation system of the country had broken down. We estimated afterward that the cost to us was swollen about \$100,000 by reason of the delay, which ate up wages and interest during the period of enforced non-productiveness while awaiting completion of the plant. It would be impossible to gauge the loss to a concern whose customers were driven elsewhere for goods and permanently estranged. The experience mentioned was similar to what business men in all parts of the country suffered. Terminals were choked. Loaded cars were lined up on one side of the gateway waiting for an opportunity to go through to the connecting line and on toward destination. Empty cars stood idle on side tracks while shippers beyond the terminal were frantically telegraphing and telephoning for them. "A virtual paralysis of business," the Interstate Commerce Commission said.

In the northwest large quantities of grain, and in the southwest and trans-Missouri region tens of thousands of live animals, the Commission recorded, "are denied movement to the consuming markets, while through the middle west and the Atlantic seaboard the shortage of cars for manufactured articles and miscellaneous merchandise has become a matter of serious concern." At one time the cars for which shippers had applied but which they could not get aggregated, according to estimates prior to the beginning of statistics, several hundred thousand. Even as late as February 6, 1907, official figures give it as still 150,000. Seasonal relief was only temporary and on October 30 there was a gross car shortage of 90,000, a figure which has never been reached since that time. To what length this congestion might have gone we cannot know, because the autumn of 1907 brought the bank failures, and by November 27, 1907, the shortage had been converted into a gross surplus of 40,000. A financial calamity had supervened to end the transportation disaster.

### The Financial ties keeping pace with the growth of traffic? Net corporate income (available for improvements, extensions and dividends, upon which borrowing credit is based) between 1891 and 1901 was so unstable a proportion of receipts that prudence on the part of all concerned acted as a restraint upon provision of facilities for anything beyond the traffic in sight at a given moment.

It ranged between 8.9 per cent. and 4.5 per cent., then up to 14.6 per cent. in 1902. This is so much less than the return in manufacturing that the railway manager competing for capital has sat tight since 1902 watching the chart year by year for the ratio to increase. In 1903-1909 it averaged 14.3 per cent. It rose in 1910 to 16.9 per cent., but in 1911 fell to 15.5 per cent. and slumped to 12.8 per cent. in 1912. The figures for the year ending June 30, 1913, are not yet available. The persistent inability thus indicated to strengthen borrowing power is further illuminated by the fact that in no year of the whole twenty was the stock paying dividends less than 32 per cent. of the total stock outstanding.

### Reason for the Break Down

WHY did transportation break down? The Interstate Commerce Commission in 1906 thought it was "not so much from insufficient car capacity, except on a limited number of roads, as from the lack of adequate tracks and motive power, delays in loading and unloading and terminals far too small for

current requirements." In 1907 the Commission remarked that "the facilities of the carriers have not kept pace with the commercial growth of the country." Analysis of statistics bears this out. From 1891 to 1911, the latest statistical year, ton miles increased from 81 billions to 253 billions, or 212 per cent. This is the measure of the work which was to be done. Terminal facilities to do it with, as roughly measured by the miles of yard track and sidings, increased in the same twenty years from 35,742 to 88,973, or only 148 per cent. With traffic increasing 212 per cent. and yard track and sidings only 148 per cent. what could prevent a collapse sooner or later? It not only had to happen but it did happen; and it is as certain as anything can be in this life that when tonnage resumes its former rate of growth and a prolonged period of prosperity occurs, unless enormous provision of terminal facilities is made, business will feel a noose drawing taut about its thorax. The faster and larger the expansion the quicker and more painful will be the suffocation.

### What Terminals Will Cost

A GROUP of railroads in reply to an inquiry have furnished a detailed computation showing that they would spend in terminal development in the next five years if they could obtain the necessary capital an average of \$3,312 per mile of track. At this rate the total for all roads would be \$1,316,924,064. To borrow this sum at 5 per cent. would impose an annual interest charge of \$65,846,203. In 1911, the latest year for which statistics are complete, the roads had available for resuming or increasing dividends but used instead for improvements or surplus \$161,825,740. Taking from this amount the interest on the investment estimated as desirable for terminals, \$65,846,203, and another interest charge of \$19,635,000 estimated for substituting steel cars for wooden, and the roads would have had available in 1911 for improvements and surplus \$76,344,537—an amount which would be completely wiped out merely by an average advance of 7 per cent. in the compensation of railway employees. There is also to be provided a huge additional sum annually, of which well-based estimates are practically impossible, for safety appliances on cars and locomotives, for block signals, for automatic train-stops, and for the elimination of grade crossings, none of which enlarge earning power.

The United States must choose. Either we must give up in some degree our preeminence as having by far the lowest railway capitalization in the world, and permit our lines to earn such revenues as will attract enormous investment for terminal and other improvements; or we must on the other hand renounce the American rapidity of national development and content ourselves with the slow growth which is typical of older countries.

### Reason and Pure Food

THE decision of the United States Supreme Court in the "bleached flour" case marks a return to reason in the interpretation of the Pure Food law. The court holds that the mere addition of a minute quantity of poisonous or deleterious ingredients to food is not in itself illegal, but it must be shown that the deleterious ingredient is present in sufficient quantity to make the food actually injurious to health. Poisons are present in small quantities in the manufacture of many foods, just as they are in nature's own processes, but when these deleterious substances are in such trivial quantities as to do no possible harm, why hamper food manufacturers and raise the cost of living by vexatious laws? If every deleterious ingredient were absolutely prohibited even in minute particles, we wouldn't be allowed to eat smoked and salted meats nor to have salt, pepper, or mustard on our tables.

Representative James R. Mann, floor leader of the Republican minority and father of the Pure Food law, commenting upon the decision, points out that it does not affect the adulteration or misbranding provisions of the law, but deals solely with the amount of poisonous substances that would make any product injurious to health. The decision will tie the hands of those who wish to blackmail or harass honest food manufacturers, but will not rob the people of any protection under the Food and Drugs act. If any food is injurious it will be susceptible of easy proof by Federal or State officials or local boards of health.

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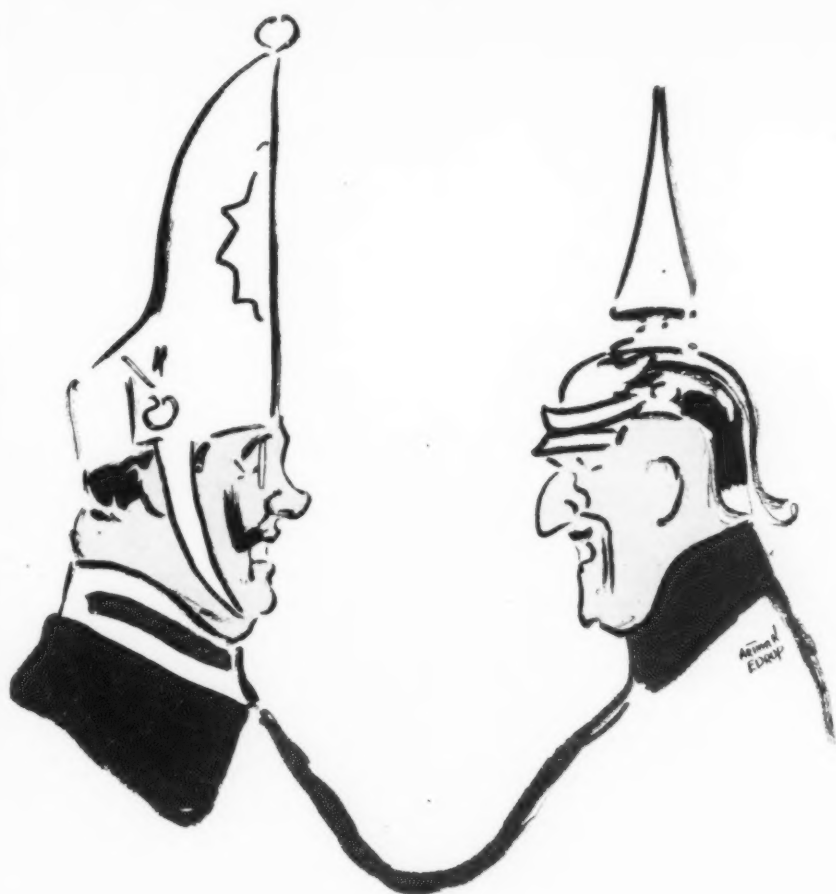
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If you find it difficult to save money you probably lack system. The Partial Payment Plan of buying standard securities offers a convenient system.

Send for Booklet 4—"Partial Payment Plan"

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ROAD OFFICER

Averell Harriman, elder son of the late E. H. Harriman, 24 years of age, has been appointed a Vice-President of the Union Pacific Railroad. Although young, Mr. Harriman has had excellent experience as a locomotive fireman and as a clerk at various points on the Union Pacific System.

PREDICTS RECORD  
HARVEST YEAR

A. L. Mohler, the popular President of the Union Pacific Railroad Company, who predicts a banner crop in the Northwest. Mr. Mohler began his railroad career as a clerk in 1868 and has risen to his present position by rare ability. His administration of the U. P. has been highly successful.

CHAMPIONED BY  
ROOSEVELT

George W. Perkins, National Executive Chairman of the Progressive party. An attempt was recently made to have Mr. Perkins ruled out of the Bull Moose party, and on consulting Col. Roosevelt about it, he replied "If they read Mr. Perkins out of the party, they read me out too."

Jasper's  
Hints to Money-Makers

NOTICE.—Subscribers to LESLIE'S WEEKLY at the home office, 225 Fifth Avenue, New York, at the full cash subscription rates, namely, five dollars per annum, are placed on what is known as "Jasper's Preferred List," entitling them to the early delivery of their papers and to answers in this column to inquiries on financial questions having relevancy to Wall Street, and, in emergencies, to answer by mail or telegraph. Preferred subscribers must remit directly to the office of LESLIE-JONES Company, in New York, and not through any subscription agency. No additional charge is made for answering questions, and all communications are treated confidentially. A two-cent postage stamp should always be inclosed, as sometimes a personal reply is necessary. All inquiries should be addressed to "Jasper," Financial Editor, LESLIE'S WEEKLY, 225 Fifth Ave., New York.

THOMAS D. JONES, of Chicago, has become an object lesson. He has been nominated by President Wilson as a member of the Federal Reserve Board. It has been disclosed that Mr. Jones is a director of the International Harvester Company which the Government is now trying to "bust" under the Anti-Trust Law.

When this was called to the attention of the President, he stated that Mr. Jones has only one share in the Harvester Company and that he had connected himself with the Board in order to exercise a reformatory influence. Mr. George W. Perkins who organized the Harvester Company at once replied that Mr. Jones had acted as a unit with his fellow directors, that he was not a reformer because no reformers were needed as the business was conducted on legitimate and legal lines.

The lesson this incident teaches is this: that no man of prominence in any business occupation or profession can be found in this country, today, who is not in some way identified with one or more of the great industrial or railway corporations. Thrifty and successful men become such because they know how to invest their funds and when they have investments to make, they go to the stock exchange—the world market for securities in Wall Street. They may not go there personally, but the banker or broker from whom they make their purchases, makes them on the Exchange.

I regard it entirely to the credit of Mr. Jones that he is a stockholder in at least one of the great industrial corporations in the country. I have no doubt that he is a stock or bond holder in others. When this country reaches the conclusion that only those are eligible for public preferment, who have accumulated neither stocks nor bonds, nor a deposit in a savings bank, secured by the same form of obligation, public office will cease to be a public trust and it will become what all the demagogues would like to have it—"a private snap."

Politics is not my forte and I try not to discuss business conditions from a political standpoint. I wish that economic questions, like the tariff and banking reform, could be removed from the realm of politics and be decided fundamentally by commissions made up of experts. We shall come to this some day.

President Wilson, in his speech to the Virginia editors, predicted an approaching wave of prosperity. In the light of general conditions, this seemed rash unless the President based it on the crop prospects and his knowledge of concessions to the railroads. If he had coupled his prediction with a promise of a speedy adjournment of Congress, his prophecy would have been fulfilled. Perhaps it may be in spite of some of the clouds upon the horizon. There are a good many. Note a few:

It is not pleasant to read that the United States Express Company after sixty years of public service has been driven out of business, nor can the President forget the protests against the enactment of anti-trust legislation pouring in upon the Senate from boards of trade, chambers of commerce, ship owners' associations and divers commercial corporations and firms.

The Wall Street Journal has been printing letters from prominent manufacturers. Charles E. Patten, Vice-president of the Atlas Lumber Company of Seattle, says since the removal of the duty on shingles, the American shingle mills in Washington have closed down or reduced wages while the shingle mills of British Columbia, formerly operating on half time, are running, day and night. Mr. G. W. McCormick, Manager of the Menominee River Sugar Company, Menominee, Mich., says the beet sugar industry has been struck a deadening blow by the passage of the Underwood Bill and that the factories of Iowa, Wisconsin, Colorado and Ohio now closed would all be operating this year but for the new tariff bill.

John C. Scales, President of the National League of Commission Merchants, with branches in thirty-seven cities and nineteen states has written from Chicago to President Wilson protesting against further anti-trust legislation and in favor of a non-partisan trade commission to consider the matter in all its phases.

President L. R. Lemoine, of the United States Cast Iron Pipe and Foundry Company, in announcing the passing of the dividend on its preferred stock, declares that "the country seems to be involved in a cycle of unrest, distrust and suspicion which suggests a new bondage rather than a new freedom."

President Arthur Reynolds of the American Bankers Association, representing 16,000 financial institutions, recently declared that "a theoretical and scholastic form of government is disorganizing business and finance, violating every rule of industrial conduct as it was approved under the scientific governments of Europe, experimenting with the nation's resources for its own satisfaction and running dangerously close to a crisis."

An increase of freight rates by the railroads would mean much to the business of this country. It should be granted not only to Eastern but to Western roads. Put the railroads on their feet and they will be the best customers for workshops and factories all along the line. My readers will be astonished by the figures.

They were given recently by Vice-president Sims of the Delaware & Hudson Railroad who promised that if a 5 per cent. increase were granted the following enormous expenditures would be made: Locomotives and cars \$300,000,000; tracks, yards and terminals \$500,000,000; steel passenger equipment \$675,000,000; new freight car equipment \$280,000,000; steel underframes \$540,000,000; double tracking single lines \$6,750,000,000. This justifies the statement that if the railroads had the money, they would be prepared to spend \$3,000,000 a day, every working day in the year for the next five years. What would that mean to

(Continued on page 69.)

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Those having \$500, \$1,000 or a larger sum available and are looking for safe 6% investments should carefully investigate the merits of the first mortgage serial bonds we offer.

These bonds mature serially in two to ten years and are thoroughly safeguarded.

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Instead of the 2% the  
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Bonds will yield from

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To introduce our very complete Fall line of beautiful wool suitings, wash fabrics, fancy waistings, silks, hdkis, petticoats, etc. Up to date N. Y. City patterns. Finest line on the market. Dealing direct with the mills you will find our prices low. If others can make \$10.00 to \$20.00 weekly you can also. Samples, full instructions in neat sample case, shipped express prepaid. No money required. Exclusive territory. Write for particulars. Be first to apply. Standard Dress Goods Company, 63 7th St., Binghamton, N. Y.



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We will upon application send you duplicate of letter from prominent financial house who has successfully used LESLIE'S.

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The future of your investments, your business, your very living, is being decided today in the vital questions before the country.

Keep in touch with developments by reading what leaders in finance and in business say of these important issues in our July issue, containing:

**Current Financial Opinion**, a digest of the month's important news on business and investments; **Interpreting Financial Conditions**, by G. C. Selden; **Vital Facts About International Harvester**, by R. D. Wyckoff; **Crops and Rural Credits**; **Increased Rates for Public Service Corporations**, by Allen G. Hoyt; 100 pages of valuable information and usable suggestions. Order your copy today!

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FIRST MORTGAGE  
GOLD BONDS

due 1922 of a Public Utility which has served a prosperous community in the Middle West for about twenty years and is showing net earnings of two and a half times the interest charge.

Price 96 1/2 and accrued interest

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JAMES R. MAGOFFIN

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## FARM MORTGAGES

BEARING 6% INTEREST

First liens on improved farms. Original papers held by the investor. Principal and interest Guaranteed. Interest payable at Hanover National Bank, N. Y. Thousands of satisfied customers for references. We've been doing the same thing for twenty-eight years.

The W. C. Belcher Land Mortgage Co.

Capital and Surplus \$320,000.00

FORT WORTH

TEXAS



# Jasper's Hints to Money-Makers

(Continued from page 68)

the pay envelope and the dinner pail?

The failure of the dry goods house of H.B. Claflin, New York City, with liabilities approximating \$40,000,000 and its natural effect on all the dry goods houses in the various cities with which the company was associated, would have precipitated a panic, if it had occurred in any other but a period of general liquidation. I have no doubt that Mr. John Claflin, whose high character and integrity have never been clouded, will get on his feet again. The fear that some of the large dry goods houses like the old and substantial firm of Lord & Taylor, which had affiliations with the Claflin Company, might suffer, was speedily dissipated by the statement that these were amply protected and were most prosperous. The depression in business undoubtedly hastened the failure of the Claflin Company but it cannot be entirely charged against the administration. Other factors such as the tendency of the jobbing trade to go westward from New York must be considered. Every cloud has its silver lining and in this instance I find it in the fact that a failure of this sensational character had little effect on the stock market. This confirms my oft-repeated judgment that stocks have been getting on an attractive level. I see signs that they are being purchased by patient investors always on the alert for bargain sales.

## SIGN THIS COUPON AND MAIL IT

Date..... 1914  
 Jasper, Financial Editor LESLIE'S WEEKLY,  
 225 Fifth Avenue, New York.  
 You can enroll me, without expense, as a  
 member of The Security Holders' Protective  
 Association organized for joint protection  
 against unjust, unwise and unnecessary  
 legislation.  
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N. B.—Extra copies of this blank coupon will be sent to any reader who desires to use them.

G. H., New Orleans: I do not recommend the stock of the Standard Film Corporation even with a bonus of common stock. The motion-picture business is overdone.

B., St. Paul: I do not advise the purchase of the Cepear Oil Co. stock at 25c a share. The oil boom in Calgary, like other oil booms, has been followed by an outburst of well speculation. Why not buy oil stocks that pay dividends? There are plenty of them.

A., Honolulu: The glowing literature of the Lexington Chocolate Co. has been sent broadcast. You did exactly right in dropping it into the waste basket. Printers' ink is cheap. The public is beginning to understand this fact and to discount the promises of wonderful profits in new enterprises.

A Subscriber, Thompsonville, Conn.: In many instances stocks that have been heavily assessed have sold, after the assessment has been paid, at less than the assessment. Of course, if the market should have a strong upward movement, the stock would sell for more than the assessment, but chances, as matters now stand, are against it.

An Old Subscriber, Vt.: The United Fruit Company slump was the natural result of the prevailing depression. Threatened litigation has also had its effect. It should be born in mind that considerable new stock has been issued and a large amount of money borrowed on comparatively short term notes. Earnings show a declining tendency.

K., Milwaukee: Mining stocks like Kerr Lake are only inviting from the speculative standpoint. They are not in the investment class and you are as liable to take a loss as to make a profit. The decline in the mining stocks is the result of the general liquidation in business and for that reason many believe that chances favor an advance rather than a further shrinkage in value.

Merchant, Detroit: The Baltimore & Ohio guaranteed the interest on some of the C. H. & D. bonds and this will be paid. The default was on interest which was not guaranteed and it was justified because there was a deficit in earnings. Whether the B. & O. will maintain its dividends or not depends upon general business conditions. President Willard is giving it a very efficient and economical management.

B. Chicago: The earnings of the Steel Corporation will undoubtedly be largely increased, if the railroads are provided with the funds they require for improvements and extensions. This will help the steel and iron concerns and the railway equipment companies. The fact that the Steel Corporation is not earning the dividend on its common stock and barely earning the dividend on the Preferred should be borne in mind.

Patient, Dallas, Texas: The par value of New York Transportation stock is \$20. Its

principal source of income is from the stage line on Fifth Avenue, New York. It must be profitable. The last offer was from \$5 to \$6 a share. I would not advise you to sell. Prospects of the company are improving. It offers a good flyer for speculation. I called attention to the possibilities of this stock a few years ago when it was offered at about \$2 a share.

P., Chicago: The best investment for a young man who has only \$150 is in high-class securities with a minimum of risk. Parties that offer \$100 bonds will submit a list to any inquirer, from which a choice can be made. A bond that will pay you a good return and that can be had in denominations of \$100 is that of the American Ice Securities Co. It pays 6 per cent. and has recently been selling around 88. I regard these as pretty well secured.

Dry Goods, Denver: I would not sacrifice United Dry Goods Pfd. I see no reason why it should not continue to earn its dividends. Whether they will be paid or conserved for working capital, I am not able to tell. 2. Union Bag & Paper common around 4 or 5 looks like a better purchase than U. S. L. & H. at the same figure. The latter must have more working capital, and stockholders will have to supply it. I am told that the business shows a monthly profit. This is more encouraging than the business was a year ago.

Minneapolis: The Western Pacific 5s and the D. and R. G. Ref. 5s have suffered so severely from the general and widespread depression in the railway world that many holders have sacrificed them and taken their loss, and yet it seems to me that the railroad situation is now entitled to improve and, that with good crops and a settlement of the railroad rate question, the railroads will do better. This is the view that some of the large holders of the securities have been taking, though their apprehensions regarding the future have not yet been fully relieved.

New York, July 9, 1914.

JASPER.

## SPECIAL CIRCULARS OF INFORMATION

Readers who are interested in informing themselves regarding the stock exchange, its methods and controlling influences, and who desire to secure booklets, circulars of information, daily and weekly market letters and information in reference to particular investments in stock, bonds or mortgages, should scrutinize the announcements by advertisers on the financial pages, offering to send, without charge, information compiled with care and often at much expense. Readers should feel free to send a letter or a postal card for any information they may desire from the following sources:

Income bonds purchasable on the payment of \$10 down and netting 5 per cent. and \$100 bond paying 6 per cent. are issued by the New York Realty Owners, 299 Madison Ave., New York City. Write them for their "Circular No. 18."

A public utility bond yielding 6 1/4 per cent. and secured by a first mortgage with many attractive features is highly recommended by James R. Magoffin, 20 Broad St., New York. Write him for a descriptive circular and full information.

Bonds of the highest character netting 4 to 5 1/4 per cent., such as the U. S. Government accepts as security for postal savings bank deposits, are offered by the New First National Bank, Dept. 5, Columbus, O. Write to it for Booklet E, entitled "Bonds of Our Country," which will be sent free. Farm mortgages bearing 6 per cent. interest and first liens on improved farms, with interest payable at the Hanover National Bank, New York City, are offered in large and small amounts by the W. C. Belcher Land Mortgage Co., Fort Worth, Texas. Write them for bond lists and particulars.

A three-year 6 per cent. bond-secured note of a prosperous public utility company, convertible at the end of three years into an attractive long-term bond is especially recommended to investors by A. H. Bloomer & Co., 111 Broadway, New York. Write them for their "Circular L. W.-21," which contains a full description of the security.

Standard Oil stocks netting a high rate of dividends, can be bought by paying a few dollars down on the partial payment plan, the buyer getting the benefit of the dividends. Other standard securities can also be bought on this plan. Write to L. R. Latrobe & Co., 111 Broadway, New York, for their "Weekly Market Review," and copy of their "Investor's Guide" of nearly 300 pages, with information of value to investors who seek good returns on their funds.

Practical suggestions to those who are anxious to begin to provide an income and to accumulate a surplus by buying dividend-paying securities on the plan of making small payments, will be found in "Booklet 4" on the "Partial Payment Plan" published by John Muir & Co., dealers in odd lots and members New York Stock Exchange, 74 Broadway, New York.

Six per cent. bonds, maturing in from two to ten years safeguarded by improved Chicago real estate, have been sold for over thirty years by S. W. Straus & Co., mortgage and bond bankers, Straus Bldg., Chicago, and 1 Wall St., New York. The house has built up a very large list of customers throughout the country. Investors who desire to diversify their investments are invited to write to Straus & Co., for their "Circular 557-G," giving full information concerning the 6 per cent. securities they offer.

## Summer Theatrical Attractions in New York

Cohan	Potash & Perlmutter	Excellent Comedy
Comedy	Kitty Mackay	Scotch Comedy
Hudson	The Dummy	Detective Comedy
Longacre	A Pair of Sixes	Comedy
New Amsterdam	Ziegfeld Follies	Musical Comedy and Revue
39th Street	Too Many Cooks	Comedy
Winter Garden	The Passing Show of 1914	Musical Comedy and Revue

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## One-Third Lighter Touch This Saves a 5-Ton Load Per Day

Old standards are overturned again by Oliver invention. For not since we first gave visible writing to the world has the labor of thousands been lightened so. Now we give you the new model Oliver—the Silent Seven. It operates with one-third less exertion than required by the average typewriter!

### Touch by Weight

This is the great weight test that tells the story. You can make it—you can prove all we say.

Just place enough weights on the key tops of various typewriters to make the type print.

Thus you measure the force you must strike with your finger to run each kind of machine.

Please note that this equals 10 ounces of pressure on the keys of the average typewriter. Note too, that the Oliver writes when you touch the keys with a tap that equals the weight of only 6 1/2 ounces.

It saves a load of 3 1/2 ounces every stroke. And the average typist strikes the keys about 50,000 times per day.

Thus the Oliver relieves each typewriter operator of the needless work of moving daily 5 full tons.

The **OLIVER No 7** Typewriter

The Standard Visible Writer

## 17 Cents a Day New Book Free

The price of this new Oliver—the Silent Seven—has not been increased a five-cent piece. Yet we give you by careful estimate 25 per cent added value! And we let you buy it on our popular purchase plan—payments that equal but 17c a day!

Send for the brand new Silent Seven Book that fully pictures and describes this typewriter. Let us fully inform you of points that others dare not give. It shows you why big business and small—firms, corporations and individuals—flock to Oliver every day. A postal brings this book postpaid by return mail free—send your request at once.

### Valuable Agencies. Open

Apply today for the exclusive sale of the Oliver in your local community. Ambitious men and women everywhere can join our crack sales organization and reap the profit from every Oliver sold in their territory.

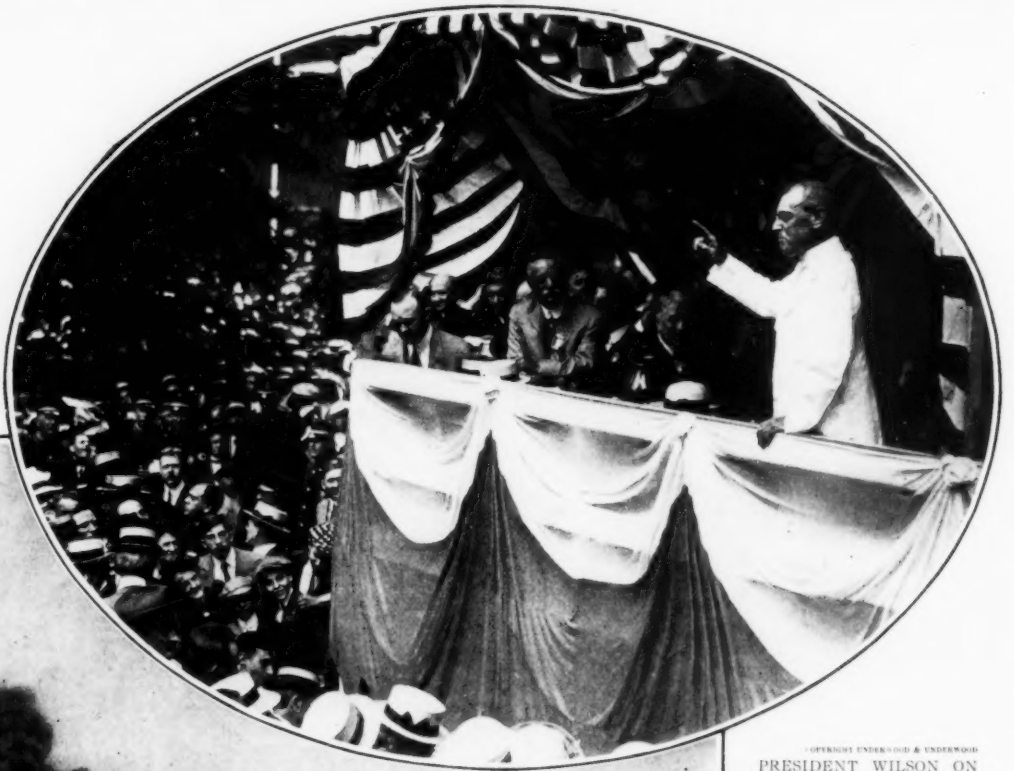
Thousands already are cashing in full time and spare hours this way. Teachers, clerks, salesmen, bankers, merchants, insurance men, collectors, doctors, lawyers, clergymen—nearly every vocation is represented among these winners.

No experience is necessary. We train you at home through the Oliver School of Practical Salesmanship. And we let you buy a sample typewriter at special terms if you mean business.

The delay of a day may let someone else get your territory. The time to write is now!

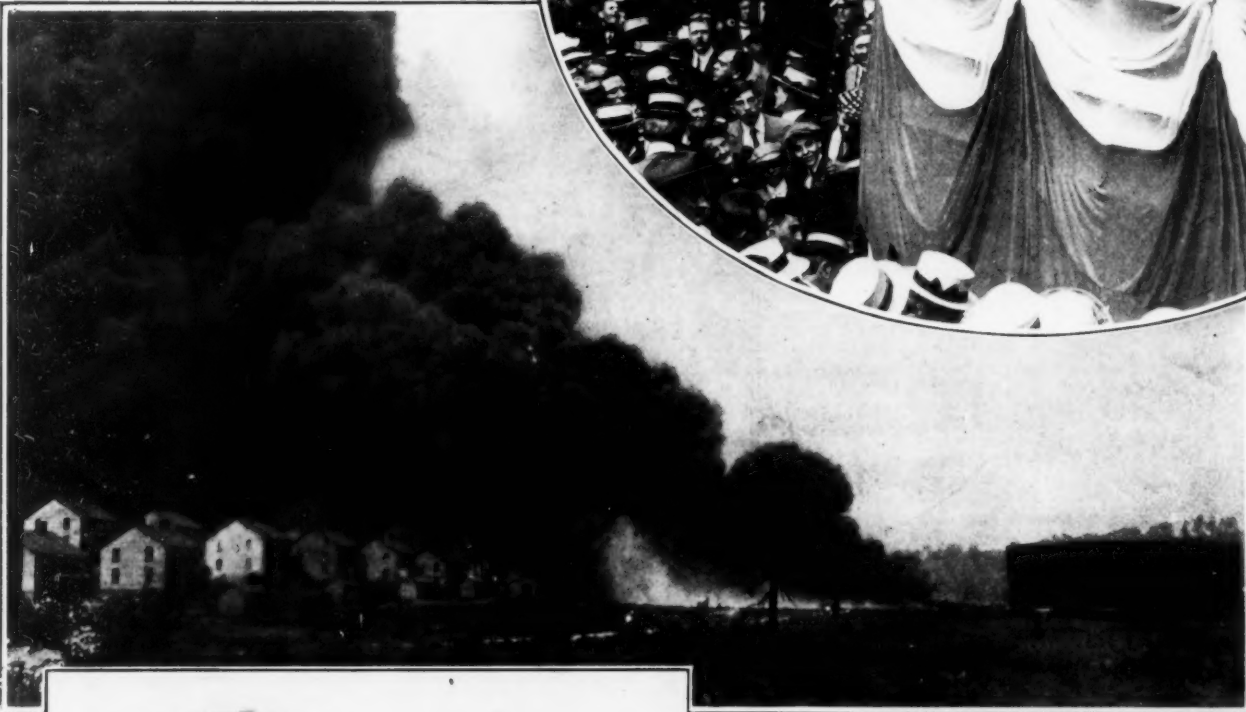
The Oliver Typewriter Co., 1120 Oliver Typewriter Bldg. Chicago, Illinois

# News of the Time Told in Pictures



Copyright Underwood & Underwood  
**PRESIDENT WILSON ON  
LIBERTY**

President Wilson made a Fourth of July oration in Philadelphia, standing on the balcony of Independence Hall and with the table on which the Declaration of Independence was signed in front of him. Among other things he said that "Liberty does not consist in mere general declarations as to the rights of men. It consists in the translation of those declarations into definite action." Mr. Wilson was the first president to make a Fourth of July address at Independence Hall. Some suffragists, in revenge for his refusal to endorse their propaganda, got up a rival meeting in Independence Square.



R. H. BURGESS  
**25,000 BARRELS  
OF OIL FIRED  
BY LIGHTNING**

Lightning set fire to a tank containing 25,000 barrels of oil at Meadows, Pa. About half the oil was pumped out from the bottom of the tank, the rest being burned. Smoke rose to a height of 2,000 feet, creating a magnificent spectacle. Nine houses were burned by the oil boiling over, and several others were destroyed by dynamite to stop the spread of the fire. The loss was about \$25,000. Water will not extinguish burning oil.



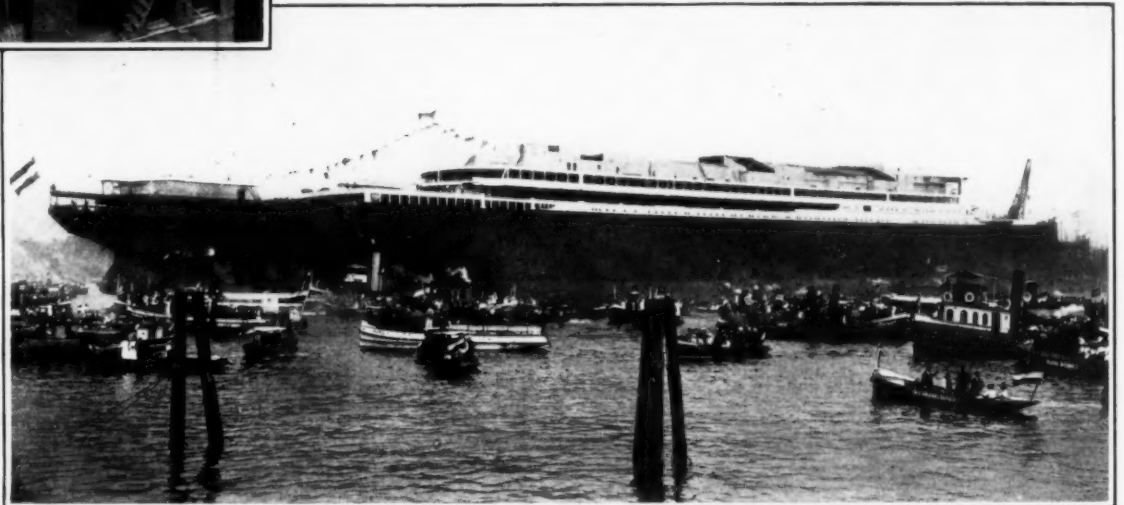
Copyright In'tl News  
**THE WOMEN WHO "HECKLED" THE PRESIDENT**

A delegation of suffragists called on Mr. Wilson, June 30th, and were told that he considered the suffrage question one for state rather than for federal consideration. They then proceeded to cross-question him and he left the room abruptly, whereat some of the delegates hissed. Mrs. Rhita Childe Dorr, the third from the right in the picture, did most of the questioning.



Edw. S. Bruce  
**A NEST OF ANARCHISTS KILLED  
BY THEIR OWN BOMB**

A terrific explosion in a tenement house at 1626 Lexington Avenue, New York, on July 4th killed three men and one woman and injured several others. It developed that the apartment of Arthur Caron was a headquarters for anarchists, and explosives were being prepared there for use at Tarrytown, N. Y., where the I. W. W. and other enemies of social order who have been particularly turbulent, were to be tried on charges of disturbing the peace. The men who were killed were in frequent communication with Alexander Berkman, the anarchist and assassin who served a long prison term for shooting and stabbing Henry Clay Frick of Pittsburgh. Berkman is now at liberty and is one of the most radical advocates of violence. He should be deported. The photograph shows the awful force of the explosion, which shattered the three upper floors of the building.



Copyright  
**LAUNCHING THE BISMARCK, THE BIGGEST SHIP IN THE WORLD**

The *Bismarck*, a sister ship to the *Imperator* and *Vaterland*, was recently launched by the Hamburg-American line at Hamburg. She will be used in the New York service. It is understood that Hans Ruser, the popular commander of the *Vaterland*, will be her first commodore. She is the largest ship in the world, her tonnage being 58,000.



# The Endless Battle with the Sea

There is no more hazardous calling than that of the life-saver, yet one seldom hears of the perils the members of the U. S. Life-Saving Service are called upon to face in the hundreds of disasters that occur along the coasts of the country. In the forty-three years since the establishment of the service in the United States, succor has been rendered in nearly 30,000 disasters, involving over 170,000 persons. Less than 1,500 persons have been lost in these various disasters. The life-saving service of the United States is the largest of any country in the world, and with the exception of the small corps of Belgium and Denmark is the only one wholly supported by the national government. The cost of maintaining the service in the United States is between \$2,000,000 and \$3,000,000 a year. Last year property involved to the extent of nearly \$13,000,000 was saved and nearly 6,000 persons were rescued.

Photos by U. S. Life-Saving Service



ON THE WAY TO A WRECK

The crew of a life-saving station on the first stage of a rescue-journey, carrying the breeches buoy apparatus from the station to the proper location on the beach. While the breeches buoy apparatus is of invaluable assistance at times, it is not called into use frequently. During 1913 it was only used eleven times, but 55 persons were rescued and landed in this manner.



THE LIFEBOAT ON THE WAYS

Launching a lifeboat to the rescue. One of the most difficult tasks of the service is getting the lifeboat launched to properly meet the incoming wave. Rowing the lifeboat to the wreck requires unerring judgment in fighting wind and waves when the sea is heavy. The type of boats in the life-saving service has changed materially in the past few years. In place of old-fashioned boats there are now in service at a large majority of the stations 34-foot and 36-foot self-righting and self-bailing lifeboats, many of them power boats. The demand for the latter type of craft continues, and it is to be hoped that this demand will be responded to as rapidly as appropriations will permit.



AFTER THE STORM

Shipwrecked sailors sometimes attempt to reach land in their own boats without waiting for a life-saving crew to come to their assistance. This picture shows what usually happens. The drowned sailors have just been discovered by the beach patrol. The work of the life-saving crews is not confined to the rescue of persons in marine disasters. Many other services have been reported such as the saving of automobiles and horse-drawn vehicles, lumber, live stock, aeroplanes and balloons, money and jewelry involved in mire and quicksand, endangered by floods and tides, lost or stolen. Valuable assistance has been rendered at fires involving public and private buildings and forests. Life-saving crews have even given valuable aid in the apprehension of thieves, smugglers and other law-breakers.



THE SADDEST DUTY OF THE LIFE-SAVERS

Life-saving crew reading the burial service over the body of a sailor washed up from a shipwreck.



THE BEACH PATROL

Member of life-saving crew warning a vessel away from the shore. The patrol system of the service has been instrumental in saving many ships from disaster.

# Post Toasties



It's a wise plan not to overeat; and some people have learned that moderate eating promotes comfort and clear thinking—and that's health.

A bowlful of crisp, delicately flavoured corn Toasties, with cream, milk or fruits, makes a snappy "starter" for breakfast—and a good day.

Served direct from the package—  
Convenient, nourishing, delicious!

## Post Toasties

—sold by Grocers everywhere.